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# Parkway Belt West


Multi-purpose utility corridor,  
urban separator and  
linked open space system.

## Draft Plan

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January 1976





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Ontario

Ministry of Treasury,  
Economics and  
Intergovernmental Affairs

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The Honourable W. Darcy McKeough, minister  
A. Rendall Dick, deputy minister

# **Parkway Belt West**

Multi-purpose utility corridor,  
urban separator and  
linked open space system

## **Draft Plan**

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**January 1976**

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Further information can be obtained  
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Parkway Belt Section,  
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## APPENDIX





# **1 INTRODUCTION**

## **1.1 Map**

Section 1.1 is Map 1 Parkway Belt West and should be read together with the text.

## **1.2 The Plan**

The Parkway Belt West Plan comprises Sections 1 to 6 of the text inclusive and Maps 1 to 8 inclusive. It describes the location, goals, objectives and policies of the western section of the Parkway Belt System. In this document "Plan" or "the Plan" means the Parkway Belt West Plan.

In general terms, the Parkway Belt System extends in an arc from Dundas west of Toronto to Oshawa east of Toronto. The Parkway Belt West Plan covers only the portion lying between Dundas and Highway 48 in Markham.

The Appendix to the Plan includes a summary of the process of Plan preparation, approval, amendment and review, the historical background and the philosophy of the Parkway Belt System, the rationale for the Plan, the recreation and trails system and a bibliography of related publications. The Appendix does not constitute part of the Plan.

The Parkway Belt Planning Area is designated under the provisions of the Parkway Belt Planning and Development Act that came into force June 4, 1973. Map 1 shows the boundaries of the planning area.

## **1.3 Links**

Parkway Belt West, as shown on Map 1, is divided into seven links, three of which are called mini-belts.

The Escarpment Link begins at the Dundas Valley and runs along the Niagara Escarpment to Burlington where it continues eastward along Highway 5 and the proposed Highway 403 route to Bronte Creek and to the boundary line between Burlington and Oakville.

The Southern Link extends along the proposed Highway 403 from the Burlington-Oakville boundary line to Centennial Park in Etobicoke and to the Toronto International Airport.

The western section of the Northern Link runs from Milton eastward along Highway 401 and proposed Highway 407 to Woodbridge.

The eastern section of the Northern Link runs eastward along proposed Highway 407 from Woodbridge to Highway 48 at Markham.

The Burlington-Oakville Mini-belt runs north from Lake Ontario along Bronte Creek to the Southern Link. A few miles east it begins again and runs north along Oakville Creek to Milton, the Niagara Escarpment Planning Area and the Northern Link.

The Oakville-Mississauga Mini-belt extends from Lake Ontario along Joshua Creek and major proposed highway and utility facilities northward to the CP Rail line and the Northern Link.

The Airport Mini-belt connects the Northern Link and the Southern Link west of Toronto International Airport along the proposed Highways 410 and 403.

## 1.4 Definitions

Minister	– Treasurer of Ontario and the Minister of Economics and Intergovernmental Affairs.
Ministry	– Any ministry or secretariat of the Government of Ontario and includes a board, commission, agency, authority or corporation of the Government.
Goal	– The ideal or end to which a planned course of action is directed. It is a value to be sought after rather than a set of attainable conditions.
Objective	– The end of action or situation to be reached. It is capable of both attainment and /or measurement.
Policy	– The ways and means for the attainment of objectives.
Two-tier System	– The physical arrangement of urban areas in two tiers or rows.
Acquisition	– The purchase by negotiation or expropriation of land or a limited interest therein.
Low-density Use	– A use of land that has only a small part of the site covered by structures or equipment.
Low-intensity Use	– A use of land that has an average low level of activity e.g., small number of employees or visitors per acre, low traffic generation.
Agricultural Use	– The use of land, buildings or structures for the purpose of producing field crops, livestock, fruit crops, vegetables, poultry, nursery stock and beekeeping. Uses such as garden allotments, reforestation and shelter belts are also included.



- Garden Allotments – Parcels of land leased solely for the purpose of growing crops that are for domestic consumption and not for sale.
- Public Undertaking – A publicly-owned and financed project for public use or enjoyment.
- Right-of-way – A strip of land on, over or under which a highway, railway, electric transmission line, etc. is or will be located.

## **2 GOALS OF THE PARKWAY BELT SYSTEM**

The Parkway Belt System is a major structural element of the Toronto-Centred Region concept that among other things provides for urban areas physically arranged in two tiers to the west and east of Toronto. The Parkway Belt is the dividing-line spine for this integrated system of urban areas between Hamilton, Toronto and Oshawa.

The Parkway Belt System as a whole has four major goals as follows.

### **2.1 Community Identification**

Separate and define the boundaries of urban areas, thus helping to provide the residents with a sense of community identification.

### **2.2 Integration of Two-tier System of Urban Areas**

Link urban areas with each other and with areas outside the region by providing space for movement of people, goods, energy and information without disrupting community integrity and function.

### **2.3 Land Reserve for Future Flexibility**

Provide a land reserve for future linear facilities and for unanticipated activities requiring sites of high accessibility and substantial land area.

### **2.4 Linked Open Space Framework**

Provide a system of open space and recreational facilities linked with each other and with nearby communities and with other regional recreational areas.

### **3 OBJECTIVES**

The objectives that public agencies will seek to achieve generally throughout Parkway Belt West are based on the four major goals set out in Section 2. However, because Parkway Belt West is multi-purpose in nature, all the objectives are not necessarily applicable in all parts of Parkway Belt West or in all parts of each link. The provisions in Section 6 indicate which of these objectives are applicable in each link. In some areas the final decision reflects a reconciling and balancing of diverse objectives. Depending on which objectives predominate and what balancing of objectives has occurred, Parkway Belt West varies from place to place in shape, width and content.

While they are set out under headings referring to the four goals in Section 2, the following general objectives are not mutually exclusive and each objective is not related solely to one goal.

#### **Objectives Related Primarily to the Goal of Community Identification**

- 3.1** Define communities by means of clear limits to urban physical development.
- 3.2** Separate communities by providing a break in the pattern of continuous urban land use and by minimizing the number of traffic routes connecting urban areas across the Parkway Belt.
- 3.3** Include in Parkway Belt West such natural features as ravines and river valleys which provide physical, identifiable boundaries.
- 3.4** Include in Parkway Belt West such linear facilities as major transportation, communication and utility facilities which provide physical, identifiable boundaries.
- 3.5** Locate the major transportation, communication and utility rights-of-way so that they do not cut through urban areas.

#### **Objectives Related Primarily to the Goal of Integration of Two-tier System of Urban Areas**

- 3.6** Place in one corridor as many as possible of the major transportation, communication and utility facilities that link the two tiers of urban areas to each other and connect them to areas beyond.

#### **Objectives Related Primarily to the Goal of Land Reserve for Future Flexibility**

- 3.7** Provide a land reserve to accommodate future linear facilities for which the



technical nature, demand and land needs cannot be set out specifically at the date of adoption of the Plan.

- 3.8** Include within the reserve for unspecified linear facilities, a strip of land that may also accommodate conventional facilities that may be needed but are not presently set out in action programs.
- 3.9** Provide extensive blocks of land as a reserve for unforeseen, compatible activities that require substantial land area and locations readily accessible to the two-tier system of urban areas.

### **Objectives Related Primarily to the Goal of Linked Open Space Framework**

- 3.10** Provide extensive areas of public and private open space and complementary uses in the Parkway Belt that, together with non-urban areas outside the Parkway Belt, will maintain a continuity of open space through the system of urban areas.
- 3.11** Set out major public and private open space that will provide opportunities for recreational activities that are accessible to the two-tier system of urban areas.
- 3.12** Link existing and proposed public open space and recreation areas into a network extending through Parkway Belt West and connecting to areas beyond.
- 3.13** Preserve prominent natural features such as river valleys and parts of the Niagara Escarpment and protect other features such as wooded areas, water-courses and other points of interest.

## 4 PLAN INTERPRETATION

### 4.1 Land Use Categories

The proposed land uses and facilities in Parkway Belt West are grouped into two general categories, Public Use Area and Complementary Use Area.

- 4.1.1 The *Public Use Area* comprises primarily areas presently used and to be used in the future for public open space and for linear facilities. This area also includes some private open space and private uses existing prior to the adoption of the Plan. The inclusion of such private uses in the Public Use Area does not imply that they are open to the general public or that they will be publicly acquired.
- 4.1.2 The *Complementary Use Area* comprises areas that will be maintained or developed in uses that are compatible with and assist in the attainment of the objectives of Parkway Belt West. In general, such uses will be low-density and low-intensity in nature so as to maintain the rural, non-urban character of Parkway Belt West.

### 4.2 Interpretation

- 4.2.1 The general boundaries of the entire Parkway Belt West are indicated on Map 1. Maps 2 to 8 inclusive indicate in more detail the locations of the two land use categories as well as locations of rights-of-way for linear facilities and of areas for public open space.
- 4.2.2 Where the boundaries of the land use areas designated in the Plan are shown on the maps to coincide with such facilities as roads, railways or electric transmission lines, it is intended that the boundaries of the rights-of-way of such facilities be the land use boundaries. Such rights-of-way are intended to be inside Parkway Belt West.

In order to obtain a precise definition and location of the boundary of any particular land use, the Minister shall interpret the boundary indicated in the Plan taking into account the general intent and purpose of the Plan. This process will be a normal use of the Plan and such boundary interpretation shall not be deemed to be an amendment to the Plan.

- 4.2.3 The maps indicate widened rights-of-way for linear facilities at certain locations such as major interchanges of highways or transformer station sites. However, the planned linear facilities, when constructed, will include additional interchanges, crossings or associated facilities. These may in some cases require more or less area than that designated on the map, but the precise location and limits cannot be determined until detailed studies for construction are undertaken in the future.

It is the intention of the Plan that the positive actions to implement the Plan will include acquisition of land needed for such facilities and construction of the facilities and that such actions will not require an amendment of the Plan text or maps.

- 4.2.4** The terms “urban area” and “future urban area” that appear in the Plan text and on the maps are descriptive only, indicating the general nature of possible development adjacent to Parkway Belt West. The terms are not intended to imply a provincial planning objective to completely build up these areas. Neither term is intended to show present or future “area municipality” boundaries.
- 4.2.5** Where such quantitative aspects of objectives and policies as dimensions, percentages and ratios are shown in figures in the text and maps of the Plan, e.g., 500 feet, five per cent, 25 acres, it is intended that such figures be approximate quantities. The figures may be varied slightly when a precise figure is established in the case of a particular plan, undertaking or bylaw to which the quantitative measure in the Plan applies. In such a case, the Minister shall interpret the figure set out in the Plan taking into account the general intent and purpose of the Plan. This process will be a normal use of the Plan and such interpretation shall not be deemed to be an amendment of the Plan.



# 5 POLICIES

## 5.1 Policies for Positive Actions

### 5.1.1 Public Acquisition

- (a) A major positive action implementing the Plan will be the acquisition by public authorities, including the Government of Ontario, of lands for linear facilities and public open space uses.

Most of the lands in the Public Use Area will be so acquired. However, some existing private open space and other private uses are compatible with Parkway Belt West objectives. Such uses will be permitted to remain and the lands they occupy may not be acquired by public authorities.

In the Complementary Use Area, there may be areas of land acquired for minor additions to public uses, for necessary local public uses as specified in Section 5.3.3 (a) (iv) and for future compatible unforeseen activities.

- (b) This indication of public acquisition does not imply that all acquisitions will be made immediately after the Plan is approved. Land acquisition will take place over an extended period of time as priorities dictate and as funds become available.
- (c) Where different parts of a parcel of land are required by various ministries for the linear facilities and other public uses set out in the Plan, all required parts of the parcel will be acquired at one time, if possible.
- (d) Where land is acquired for public use and such use will not occur immediately after the land purchase, arrangements for occupancy and use of the land will be made unless such occupancy and use conflict with or detrimentally affect the proposed public use of the land.
- (e) Where land in Parkway Belt West is to be purchased for public use, purchase of particular parcels of land in advance of the requirements may be considered when lengthy deferment of purchase is claimed to cause hardship to the owners of the lands in question.

### 5.1.2 Public Undertakings

- (a) Where there is an indication of public undertakings, it does not imply that all public undertakings will be carried out immediately after the Plan is approved. They will be carried out over a period of years.
- (b) Major positive actions implementing the Plan will be the construction and reconstruction of transportation, communication and utility facilities by provincial and other authorities in accordance with the Plan.

- (i) Maps 2 to 8 inclusive indicate the locations of the rights-of-way for the planned linear facilities and Section 6 sets out more specific objectives and policies for linear facilities in each of the links in Parkway Belt West.
  - (ii) These facilities will be constructed or reconstructed so as to minimize any detrimental effect that they may have on environmental features in open space and recreational areas.
  - (iii) The transportation facilities will be constructed or reconstructed so as to restrict the number and capacity of traffic routes connecting urban areas across the Parkway Belt to those that will encourage and support the preferred roles of the urban areas.
  - (iv) Landscaping will be provided and maintained along transportation, communication and utility rights-of-way co-operatively by the appropriate ministries or other agencies to form buffers between individual facilities and between these facilities and adjoining areas.
- (c) A positive action implementing the Plan will be the provision of park and recreational facilities by public authorities in accordance with the Plan.
- (i) Maps 2 to 8 inclusive indicate the locations of planned public open space areas and Section 6 sets out more specific objectives and policies for the development of public park and recreational facilities in each of the links in Parkway Belt West.
  - (ii) A system of recreational trails will be developed in Parkway Belt West as part of a larger recreational trail system extending through Central Ontario. The trails will link the urban areas adjoining Parkway Belt West and provide trail access to other provincial, regional and local outdoor recreational facilities.
  - (iii) The recreational trails in Parkway Belt West will be located primarily on publicly-owned lands utilizing natural landscape features such as river valleys and man-made features such as utility rights-of-way. Where the trail system crosses or follows such facilities as highways or utility rights-of-way, these facilities will be designed to adequately and safely provide access for the trails. In addition suitable arrangements will be made to accommodate trails where they cross private property.

### 5.1.3 Fiscal Measures and Administrative Programs

Further positive action to implement the Plan will be the use by provincial authorities of all fiscal measures and administrative programs that are or may be available and appropriate to facilitate and support the kinds of development that are to be encouraged in Parkway Belt West.

## 5.2 Policies for Co-ordinating Actions

The achievement of the objectives of Parkway Belt West will rely upon effective co-ordination of those public agencies at the federal, provincial and municipal levels and the private sector that affect the Parkway Belt. It is intended that the Plan constitute a basis for the co-ordination of their plans and programs.

## 5.3 Policies for Control Actions

### 5.3.1 Control Actions Throughout Parkway Belt West

#### (a) *Control Authorities*

It is intended that provincial ministries and all those deriving their authority from the province shall be guided by and assist in the achievement of the objectives and policies of the Plan.

Provincial control action in accordance with the Plan has been initiated by means of the land use regulations made under The Parkway Belt Planning and Development Act. These regulations replace municipal zoning bylaws and control all development that is subject to Section 35 of The Planning Act. After approval of The Parkway Belt West Plan, it is intended that the provincial land use regulations will be repealed progressively as official plans and zoning bylaws are adopted or amended to conform with the Plan.

#### (b) *Control Processes*

##### (i) *Control by Official Plans and Zoning*

The zoning bylaws passed to implement the Plan shall provide that development subject to such regulation shall be permitted only according to special provisions applicable to Parkway Belt West lands. Only those uses of land, buildings or structures that were existing and lawful on the date of passing of the bylaw to implement the Plan and those that conform to Sections 5.3.2 (a) and 5.3.3 (a) of the Plan will be permitted in the bylaws.

Other uses may be deemed by the Minister not to conflict with the Plan pursuant to Section 9 (2) of The Ontario Planning and Development Act, 1973.

Extensions to existing structures may be permitted by decision of a Committee of Adjustment under Section 42 (1) and 42 (2) of The Planning Act or by zoning bylaw amendment.

Official plans and zoning bylaws of municipalities in Parkway Belt West should be so written or revised where legally possible to contain

provisions to enhance and preserve the rural character of the area covered by the Plan. Such municipal regulation would involve restrictions on erection of signs and billboards, adequate maintenance of property, preservation of trees and architecturally or historically significant buildings and fostering of adequate agricultural practices.

(ii) *Development Agreements*

In order to conform with the Plan, every zoning bylaw or amendment applying to lands within Parkway Belt West must require, as a condition of any development or redevelopment of lands or buildings, an agreement regarding the provision and maintenance of the items set out in Section 35a of The Planning Act.

The standards in the agreement shall be adequate to ensure that the development or redevelopment meets the general and specific objectives of the Parkway Belt West Plan. In particular, the municipality shall ensure, to the extent possible under the authority of Section 35a of The Planning Act:

maintenance of existing vegetation, including hedgerows, woodlots and orchards

provision of adequate landscaping

preservation of existing landforms and physical features

protection of streams, ponds and marshes and natural wildlife habitats from detrimental effects of storm, surface and waste water.

The agreements shall be registered against the lands to which they apply.

(iii) *Review*

Reviews of the Plan and of official plans shall include examination of the impact on Parkway Belt West objectives and policies of the cumulative effects of actions taken by ministries, agencies and authorities at the federal, provincial, municipal and private sector levels.

## 5.3.2 Control Actions in the Public Use Area

(a) *Permitted Uses*

Land designated as Public Use Area may be used for:

- (i) linear transportation, communication and utility facilities, including the necessary ancillary facilities and installations such as interchanges, transformer stations and treatment plants that are part of the linear distribution or collection networks



- (ii) public open space uses such as parks and conservation areas, golf courses, trails and buffer areas.

Maps 2 to 8 inclusive and Section 6 provide further detail about the locations and site conditions for permitted uses.

(b) *Control by Zoning*

Inasmuch as all the lands in the Public Use Area will not be acquired by public authorities and since the lands that will in time be so acquired will not be purchased immediately after the approval of the Plan, the lands in the Public Use Area will be subject to the Minister's land use regulations and the zoning provisions set out in Section 5.3.1 of the Plan.

Extensions to structures in the Public Use Area, designated for acquisition, may be permitted pursuant to Section 5.3.1 (b) (i) of the Plan provided that an agreement regarding the compensation relating to such extension has been reached between the acquiring authority and the owner of the land. This agreement is not needed if the extension is granted within the areas not designated for public acquisition in a Public Use Area.

(c) *Non-Conforming Uses in Public Use Area*

Nothing in the Plan prevents the continuing use of any land, building or structure for a purpose not permitted by the Plan if such a use was existing and lawful on the date of passing of the initial bylaw to implement the Plan and as long as it continues to be used for that purpose and until such time as it is acquired for public use.

(d) *Preservation of Natural Features*

In order to help preserve desirable landscape features until such time as they are acquired for public open space uses, the Ministry of Natural Resources will provide field services including advice to landowners on woodlot and stream management and any other information necessary to protect the natural landscape.

### 5.3.3 Control Actions in the Complementary Use Area

(a) *Permitted Uses*

In order to maintain the rural, non-urban character of Parkway Belt West, municipal zoning bylaws implementing the Plan in the Complementary Use Area shall permit only the following kinds of uses of land, buildings or structures.

(i) *Agricultural*

Low-density agricultural uses, including only such residences as are directly accessory to the farm operation.

(ii) *Institutional*

Low-density, low-intensity, outdoor institutional uses, e.g., youth group campground, outdoor education centre, cemetery.

(iii) *Commercial*

Low-density, low-intensity, outdoor recreational uses, e.g., riding stable, campground, golf course.

(iv) *Public*

Necessary local public uses, e.g., road, utility, transformer station.

(v) *Residential*

A single family residence on each vacant lot providing that:

the lot existed legally on or before June 3, 1973

*or*

the lot was created after June 3, 1973 through public acquisition of part of a vacant lot in existence on or before that date

*or*

the lot was created after June 3, 1973 from a vacant lot in existence on or before that date and is substantially the same size as it was on that date

*and*

the lot is on a highway as defined in The Municipal Act and existed on or before June 3, 1973

*and*

the lot is satisfactory for building to the appropriate authorities.

For the purposes of this section, where a group of contiguous lots is held under one ownership on or before June 3, 1973 the total area of these lots is considered to be one lot.

Notwithstanding the foregoing provisions of Section 5.3.3 (a), existing development in the Complementary Use Area is recognized and the zoning bylaws passed to implement the Plan shall permit:

(vi) *Existing uses*

The specific uses of land, buildings or structures that were existing and lawful on the date of passing of the initial bylaw to implement the Plan.

Because of circumstances existing at the date of adoption of the Plan, the following use of land, buildings or structures may be permitted in a few limited areas set out in Section 6 and in accordance with the provisions set out in Section 6:

(vii) *Industrial*

Low-density, low intensity industrial uses.

All the uses set out here are not necessarily permitted in every part of every link of Parkway Belt West and are subject to the approval of the appropriate provincial and municipal authorities. More detailed provisions about the uses as they apply in each link are set out in Section 6.

(b) *Control by Zoning*

All amendments to municipal zoning bylaws that affect lands in the Complementary Use Area shall conform with the provisions of Section 5.3.1 of the Plan.

(c) *Vacant Parcels of Land*

A single-family residential building may be built on a vacant parcel of land legally created prior to June 4, 1973 as specified in Section 5.3.3 (a) of the Plan. An industrial building may be built on a vacant parcel only in those areas specified in Section 6 and subject to Section 5.3.3 (a) (vii).

(d) *Severances*

Severances within the Complementary Use Area should be minimized in order to retain the rural non-urban character of Parkway Belt West.

## **6 LINKS OF PARKWAY BELT WEST**

### **6.1 Escarpment Link**

#### **6.1.1 Map**

Section 6.1.1 is Map 2 Escarpment Link. This map is to be read together with the text.

#### **6.1.2 Specific Objectives**

As indicated in Section 3, Parkway Belt West is multi-purpose in nature so that it is not necessary that all the objectives apply to all parts of Parkway Belt West or to all parts of each link.

Accordingly, all the objectives of Section 3 apply to this link although they are achieved to varying degrees. In addition, the following specific objectives apply to this link and also are achieved to varying degrees.

- (a) Define the northern and western limits of the Burlington Urban Area.
- (b) Define the northeastern limits of the Hamilton-Dundas Urban Area.
- (c) Define the southern limits of the Milton West Future Urban Area.
- (d) Define the southern limits of the built-up area at Waterdown.
- (e) Separate by open space the Burlington Urban Area and the Milton West Future Urban Area.
- (f) Separate by open space the Burlington Urban Area and the built-up area at Waterdown.
- (g) Separate by open space the Burlington and Hamilton-Dundas urban areas.
- (h) Separate by open space the Hamilton-Dundas Urban Area and the built-up area at Waterdown.
- (i) Include the CP Rail and CNR lines, existing Ontario Hydro facilities and highways where possible.
- (j) Minimize the number of transportation routes crossing the link.
- (k) Identify transportation, communication and utility corridors to south-western Ontario, Haldimand-Norfolk, the Niagara Peninsula and the lake-shore tier of urban areas.
- (l) Provide for Highway 403.



- (m) Provide for inter-urban transit to the activity centres of the Burlington and Hamilton-Dundas urban areas and the Milton West Future Urban Area.
- (n) Provide for future utilities.
- (o) Provide public open space areas at the Niagara Escarpment, Bronte Creek, Grindstone Creek and Hopkins Creek.
- (p) Provide for a continuity of open space between the Niagara Escarpment-Royal Botanical Gardens area and the Burlington-Oakville Mini-belt and Southern Link.
- (q) Provide for recreational trails and associated facilities from the Southern Link and Burlington-Oakville Mini-belt to the Niagara Escarpment and along the Niagara Escarpment, Grindstone Creek and Hopkins Creek.
- (r) Provide for scenic roads and associated facilities.
- (s) Preserve the following prominent natural features:
  - (i) slopes, face and tableland on top of the Niagara Escarpment
  - (ii) Cootes Paradise
  - (iii) Hopkins Creek valley including Borer's Falls
  - (iv) Grindstone Creek valley
  - (v) Bronte Creek valley.
- (t) Protect tree stands that are either significant in their own right or serve as buffers.
- (u) Provide for continued use of Hamilton Harbour waterlots as open water.

### 6.1.3 Specific Policies

In cases of discrepancy between the specific policies for this link and the policies in Section 5, the following specific policies will prevail.

- (a) Restrict the number and location of transportation routes ensuring that in the construction, expansion or reconstruction of any transportation, communication or utility facility, consideration be given to the objective of preserving the natural character of the slopes of the Niagara Escarpment and other objectives of the Parkway Belt West Plan. Any other new facility or additional capacity to existing facilities must be in keeping with the objectives of the Parkway Belt.
- (b) Acquire a 400- to 600-foot-wide right-of-way between Highway 5 and the Southern Link for the construction of Highway 403.

- (c) Delineate and protect two 100-foot-wide rights-of-way west of the Queen Elizabeth Way-Highway 403 interchange for inter-urban transit routes and acquire the route which is ultimately selected.
- (d) Acquire a 100-foot-wide right-of-way for inter-urban transit from the line between Lots 4 and 5, Concession 1, North of Dundas Street, City of Burlington to the Southern Link.
- (e) Acquire 100-foot-wide rights-of-way for future utilities between the Southern Link and the Hamilton-Dundas Urban Area.
- (f) Require that official plans, zoning bylaws, development agreements, plans of subdivision and subdivision agreements be used to ensure that, in addition to the provisions of Section 5.3.1 (b) (ii), all development and redevelopment in the link must result in:
  - (i) minimum damage to treed areas, hedgerows and orchards
  - (ii) protection of slopes from major cuts and fills and erosion
  - (iii) protection of watercourses which drain the area and associated ravines
  - (iv) location of buildings no closer than 300 feet from the brow of the Grindstone Creek valley
  - (v) design and location of buildings and structures so as to be visually compatible with the existing natural landscape maintaining where possible an uninterrupted sight line between Highway 403 and the slopes and face of the Niagara Escarpment
  - (vi) minimum extension of public water and sewage services
  - (vii) encouragement to locate houses in clusters set far back from existing streets where there is sufficient area in or adjacent to permitted development.
- (g) Permit agricultural, public and existing uses as described in Section 5.3.3 (a) (excluding the institutional, commercial, residential and industrial uses described in Section 5.3.3 (a)) in the Complementary Use Area located north of the Highway 403 right-of-way, east of Bronte Creek, west of Tremaine Road and south of Number 1 Side Road.
- (h) Permit in any of the following parts of the Complementary Use Area either the uses set out in Section 5.3.3 (a), (i) to (vi) inclusive or new residential development at a maximum density of one single-family dwelling unit per 25 acres:
  - (i) all areas west of Grindstone Creek
  - (ii) the area located east of Grindstone Creek, west of the Ontario Hydro right-of-way between the Burlington Transformer Station and Tyan-

daga Highlands, north and west of the area described in Section 6.1.3 (i) (i) below, south of the Niagara Escarpment Public Open Space Area

- (i) Permit in any of the following parts of the Complementary Use Area low intensity industrial development providing that maximum lot coverage is five percent and that development is satisfactory to the appropriate authorities:
  - (i) the area bounded by Waterdown Road on the west, the Burlington-Guelph Ontario Hydro right-of-way on the east and the Highway 403 right-of-way on the south providing that all lots front on North Service Road
  - (ii) the area bounded by the Highway 403 right-of-way on the north, the CNR right-of-way on the south and the Burlington Transformer Station, but excluding proposed transit routes.
- (j) Ensure that any further construction along the flood plain of Ancaster Creek by McMaster University conforms to the regulations of the Hamilton Region Conservation Authority and the open space recreation objectives of Parkway Belt West.
- (k) Support the recreational use of the City of Burlington's former landfill site on Lot 2, Concession 2, City of Burlington (Township of East Flamborough).
- (l) Support the recreational use of the City of Burlington's present landfill site on Lot 4, Concessions 1 and 2, City of Burlington (Township of East Flamborough) when filling operations permanently cease.
- (m) Acquire lands for the following public open space areas as shown in Map 2:
  - (i) Niagara Escarpment
  - (ii) Bronte Creek
  - (iii) Hopkins Creek
  - (iv) Grindstone Creek.
- (n) Develop recreational trails and associated facilities in the following areas:
  - (i) Niagara Escarpment
  - (ii) Hopkins Creek between the Niagara Escarpment and Cootes Paradise
  - (iii) Grindstone Creek between the Niagara Escarpment and Hidden Valley Park and Royal Botanical Gardens

- (iv) Niagara Escarpment to the Southern Link and the Burlington-Oakville Mini-belt.
- (o) Study in further detail the possibility of a low-speed two-lane scenic road network and associated facilities which would mainly utilize existing roads but occasionally be supplemented with minor new construction to give access to various segments of the link.
- (p) Design, develop and use the public open space areas so as to minimize any detrimental effect on woodlots, hedgerows and the following prominent natural features:
  - (i) slopes, face and tableland on top of the Niagara Escarpment
  - (ii) Cootes Paradise
  - (iii) Hopkins Creek valley including Borer's Falls
  - (iv) Grindstone Creek valley
  - (v) Bronte Creek valley.
- (q) Permit uses in the Complementary Use Area of such an intensity and design as to minimize any detrimental effect on woodlots and hedgerows.
- (r) Seek the eventual rehabilitation of the clay pit located in Lot 1, Concession 2, City of Burlington (Township of East Flamborough).
- (s) Prevent any filling of the Hamilton Harbour waterlots.



## **6.2 Southern Link**

### **6.2.1 Map**

Section 6.2.1 is Map 3 Southern Link. This map is to be read together with the text.

### **6.2.2 Specific Objectives**

As indicated in Section 3, Parkway Belt West is multi-purpose in nature so that it is not necessary that all the objectives apply to all parts of Parkway Belt West or to all parts of each link.

Accordingly, all the objectives of Section 3 apply to this link although they are achieved to varying degrees. In addition, the following specific objectives apply to this link and are achieved to varying degrees.

- (a) Define the northern limits of the Oakville Urban Area.
- (b) Define the northern limits of the Mississauga Urban Area.
- (c) Define the southern limits of the Milton West Future Urban Area.
- (d) Define the southern limits of the Milton East Future Urban Area.
- (e) Define the southern limits of the Mississauga Northwest Urban Area.
- (f) Separate by open space the Oakville Urban Area and the Milton West Future Urban Area.
- (g) Separate by open space the Oakville Urban Area and the Milton East Future Urban Area.
- (h) Separate by open space the Mississauga and Mississauga Northwest urban areas.
- (i) Include the existing Ontario Hydro facilities.
- (j) Minimize the number of transportation routes crossing the link and connecting the Oakville Urban area to the Milton West and Milton East future urban areas and connecting the Mississauga Urban Area to the Mississauga Northwest Urban Area.
- (k) Identify transportation, communication and utility corridors to Metropolitan Toronto.
- (l) Provide for Highway 403.
- (m) Provide for a controlled-access arterial road.

- (n) Provide for the possible Dorval Way.
- (o) Provide for inter-urban transit to the activity centres of Milton West, Milton East, Mississauga Northwest and Mississauga as well as to the Toronto International Airport.
- (p) Provide for future utilities.
- (q) Conserve land specifically for agricultural production in areas of good soil quality and where viable agricultural operations will supplement the objectives of the link.
- (r) Provide public open space areas at Oakville Creek-East Oakville Creek, Credit River-Mullett Creek and Centennial Park-Etobicoke Creek.
- (s) Provide open space between the lakeshore tier and the inland tier of urban areas so as to maintain the continuity of open space from the Escarpment Link to the rural area east of the Credit River.
- (t) Provide for recreational trails and associated facilities between the Escarpment Link and Centennial Park.
- (u) Preserve the following prominent natural features:
  - (i) Oakville Creek-East Oakville Creek valleys
  - (ii) Credit River-Mullett Creek valleys
  - (iii) Etobicoke Creek valley.
- (v) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.2.3 Specific Policies

In cases of discrepancy between the specific policies for this link and the policies in Section 5, the following specific policies will prevail.

- (a) Restrict the number of transportation routes crossing the link to:
  - (i) existing facilities
  - (ii) the Burlington-Oakville Mini-belt, the Oakville-Mississauga Mini-belt and that part of the link east of the Airport Mini-belt
  - (iii) essential new facilities and essential increased capacity of existing facilities that are in keeping with the objectives of the Parkway Belt.
- (b) Acquire a 400-foot-wide right-of-way between the Escarpment Link and Ninth Line for the construction of Highway 403.

- (c) Acquire a 500-foot-wide right-of-way between Ninth Line and Cawthra Road for the construction of Highway 403.
- (d) Acquire a 200-foot-wide right-of-way between Highway 403 and Dixie Road for the construction of a controlled-access arterial road.
- (e) Acquire a 200-foot-wide right-of-way between Dixie Road and Eglinton Avenue in Etobicoke for possible construction of a controlled-access arterial road.
- (f) Acquire a 300-foot-wide right-of-way for the possible construction of Dorval Way where it crosses the link.
- (g) Acquire a 100-foot-wide right-of-way for inter-urban transit between the Escarpment Link and Highway 401-Renforth Drive.
- (h) Acquire a 100-foot-wide right-of-way for future utilities between the Escarpment Link and Renforth Drive.
- (i) Ensure a co-ordinated design of Highway 403, inter-urban transit and future utilities in a grouped crossing of the Credit River valley.
- (j) Permit agricultural, public, residential and existing uses as described in Section 5.3.3 (a) (excluding the institutional, commercial and industrial uses described in Section 5.3.3 (a)) within the following boundaries of the Complementary Use Area:
  - (i) Tremaine Road on the west; western limit of Lot 26, Concession 2, North of Dundas Street, Town of Oakville on the east; the Highway 403 right-of-way on the south; and the future utilities right-of-way on the north
  - (ii) eastern limit of Lot 17, Concession 2, North of Dundas Street, in towns of Oakville and Milton on the west; the Ontario Hydro right-of-way between the Trafalgar and Oakville stations on the east; the Highway 403 right-of-way on the south; and the future utilities right-of-way on the north.
- (k) Encourage the continued operation of the existing private park.
- (l) Acquire lands for the following public open space areas as shown in Map 3:
  - (i) Oakville Creek-East Oakville Creek
  - (ii) Credit River-Mullett Creek
  - (iii) Etobicoke Creek-Centennial Park.
- (m) Provide setback for all buildings or structures along the Credit River-Mullet Creek Public Open Space Area to ensure that development does not

overpower the valleys when viewed from the valley floor and to prevent damage to the valley rims through construction close to the valley. The setback must be satisfactory to the appropriate authorities.

- (n) Develop recreational trails and associated facilities between the Escarpment Link and Centennial Park.
- (o) Design, develop and use the public open space areas so as to minimize any detrimental effect on woodlots, hedgerows and the following prominent natural features:
  - (i) Oakville Creek-East Oakville Creek valleys
  - (ii) Credit River-Mullett Creek valleys
  - (iii) Etobicoke Creek valley.
- (p) Permit uses in the Complementary Use Area of such an intensity and design as to minimize any detrimental effect on woodlots and hedgerows.



## **6.3 Northern Link (Milton to Woodbridge)**

### **6.3.1 Map**

Section 6.3.1 is Map 4 Northern Link (Milton to Woodbridge). This map is to be read together with the text.

### **6.3.2 Specific Objectives**

As indicated in Section 3, Parkway Belt West is multi-purpose in nature so that it is not necessary that all the objectives apply to all parts of Parkway Belt West or to all parts of each link.

Accordingly, all the objectives of Section 3 apply to this link although they are achieved to varying degrees. In addition, the following specific objectives apply to this link and are achieved to varying degrees.

- (a) Define the eastern limits of the built-up area at Milton.
- (b) Define the possible northern limits of the Milton East Future Urban Area.
- (c) Define the possible northern limits of the Mississauga Northwest Urban Area.
- (d) Define the southern limits of the Brampton Urban Area.
- (e) Define the northern limits of the Mississauga Industrial Area.
- (f) Define the northern limits of the Metropolitan Toronto Urban Area.
- (g) Define the possible southern limits of the built-up area at Woodbridge.
- (h) Separate by open space the Brampton Urban Area and the Mississauga Industrial Area.
- (i) Separate by open space the Brampton and the Metropolitan Toronto Urban Areas.
- (j) Separate by open space the built-up area at Woodbridge and the Metropolitan Toronto Urban Area.
- (k) Include CP Rail and CNR lines and existing Highway 401 where possible.
- (l) Minimize the number of transportation routes crossing the link.
- (m) Identify a transportation, communication and utility corridor to Western Ontario.
- (n) Provide for the possible extension of Dorval Way between the Burlington-Oakville Mini-belt and Highway 401.

- (o) Provide for expansion of Highway 401.
- (p) Provide for the possible extension of the Highway 403-Queen Elizabeth Way Link Highway between the Oakville-Mississauga Mini-belt and Highway 401.
- (q) Provide for Highway 407 and for Highways 410 and 427 where they cross the link.
- (r) Provide for Ontario Hydro facilities including the following:
  - (i) Milton Station, a railway spur to the site and associated transmission facilities to the north of the station
  - (ii) transmission facilities from Milton Station to Claireville Station
  - (iii) transmission facilities from Milton Station to the Oakville-Mississauga Mini-belt
  - (iv) Claireville Station, a railway spur to the site and associated transmission facilities to the north of the station
  - (v) Bramalea Station, a railway spur to the site and associated transmission facilities.
- (s) Provide for future utilities.
- (t) Conserve land specifically for agricultural production in areas of good soil quality and where agricultural operations will supplement the objectives of the link.
- (u) Provide public open space areas at the Credit River, Etobicoke Creek and West Humber River.
- (v) Provide open space between the Brampton Urban Area and the Metropolitan Toronto Urban Area and Mississauga Industrial Area so as to maintain the continuity of open space from the rural area west of Highway 410 to the rural area east of the Brampton Urban Area.
- (w) Provide for recreational trails and associated facilities between the Burlington-Oakville Mini-belt and Martin Grove Road.
- (x) Preserve the following prominent natural features:
  - (i) Credit River valley
  - (ii) Etobicoke Creek valley
  - (iii) West Humber River valley.

- (y) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.3.3 Specific Policies

In cases of discrepancy between the specific policies for this link and the policies in Section 5, the following specific policies will prevail.

- (a) Restrict the number of transportation routes crossing the link to:
  - (i) existing facilities
  - (ii) Dorval Way, the Highway 403-Queen Elizabeth Way Link Extension, Highway 410 and Highway 427
  - (iii) essential new facilities and essential increased capacity of existing facilities that are in keeping with the objectives of the Parkway Belt.
- (b) Acquire a 300-foot-wide right-of-way for the possible construction of Dorval Way where it crosses the link.
- (c) Acquire additional land for an expansion of the Highway 401 right-of-way by 100 feet.
- (d) Acquire a 300-foot-wide right-of-way for the possible construction of an extension of the Highway 403-Queen Elizabeth Way Link Highway where it crosses the link.
- (e) Acquire a 300-foot-wide right-of-way between Highway 401 and Highway 410 for the construction of Highway 407.
- (f) Acquire a 500-foot-wide right-of-way between Highway 410 and Martin Grove Road for the construction of Highway 407.
- (g) Acquire the necessary right-of-way for Highway 410 where it crosses the link.
- (h) Acquire the necessary right-of-way for Highway 427 where it crosses the link.
- (i) Acquire land for the construction of the Ontario Hydro Milton Station including a railway spur to the site and associated transmission facilities to the north of the station.
- (j) Acquire land for the construction of the Ontario Hydro Claireville Station including a railway spur to the site and associated transmission facilities to the north of the station.
- (k) Acquire land for the construction of the Ontario Hydro Bramalea Station including a railway spur to the site and associated transmission facilities.

- (l) Acquire rights-of-way as follows for the construction of Ontario Hydro facilities:
  - (i) 545 feet wide between Milton Station and Claireville Station, widening to 800 feet where Toronto International Airport height constraints apply
  - (ii) 545 feet wide between Milton Station and the Oakville-Mississauga Mini-belt.
- (m) Acquire a 100-foot-wide right-of-way for future utilities between Steeles Avenue at Highway 401 and Martin Grove Road.
- (n) Permit agricultural, public, residential and existing uses as described in Section 5.3.3 (a) (excluding the institutional, commercial and industrial uses described in Section 5.3.3 (a)) in the Complementary Use Area south of Highway 401.
- (o) Encourage the continued operation of existing golf courses.
- (p) Acquire lands for the following public open space areas as shown in Map 4:
  - (i) Credit River (Meadowvale)
  - (ii) Etobicoke Creek
  - (iii) West Humber River (Claireville)
- (q) Develop recreational trails and associated facilities between the Burlington-Oakville Mini-belt and Martin Grove Road.
- (r) Design, develop and use the public open space areas so as to minimize any detrimental effect on woodlots, hedgerows and the following prominent natural features:
  - (i) Credit River valley
  - (ii) Etobicoke Creek valley
  - (iii) West Humber River valley
- (s) Permit uses in the Complementary Use Area of such an intensity and design as to minimize any detrimental effect on woodlots and hedgerows.



## **6.4 Northern Link (Woodbridge to Markham)**

### **6.4.1 Map**

Section 6.4.1 is Map 5 Northern Link (Woodbridge to Markham). This map is to be read together with the text.

### **6.4.2 Specific Objectives**

As indicated in Section 3, Parkway Belt West is multi-purpose in nature so that it is not necessary that all the objectives apply to all parts of Parkway Belt West or to all parts of each link.

Accordingly, all the objectives of Section 3 apply to this link although they are achieved to varying degrees. In addition, the following specific objectives apply to this link and are achieved to varying degrees.

- (a) Define the northern limits of the Metropolitan Toronto Urban Area.
- (b) Define the southern limits of the built-up area at Woodbridge.
- (c) Define the western limits of the Richmond Hill Urban Area.
- (d) Define the southern limits of the Richmond Hill Urban Area.
- (e) Define the southern limits of the built-up area at Unionville.
- (f) Define the southern limits of the built-up area at Markham.
- (g) Separate by open space the built-up area at Woodbridge and the Metropolitan Toronto Urban Area.
- (h) Separate by open space the Richmond Hill Urban Area and the Metropolitan Toronto Urban Area.
- (i) Separate by open space the built-up area at Unionville and the possible future Metropolitan Toronto Urban Area.
- (j) Separate by open space the built-up area at Markham and the possible future Metropolitan Toronto Urban Area.
- (k) Include the CNR line and Highway 7, where possible.
- (l) Minimize the number of transportation routes crossing the link.
- (m) Provide for Highway 407.
- (n) Provide for Highway 404.

- (o) Provide for Ontario Hydro facilities including the following:
  - (i) transmission facilities from Claireville Station to Parkway Station
  - (ii) Parkway Station, a railway spur to the site and associated transmission facilities to the north of the station
  - (iii) transmission facilities from Parkway Station to Highway 48.
- (p) Provide for the York-Durham Servicing System, where possible.
- (q) Provide for future utilities.
- (r) Conserve land specifically for agricultural production in areas of good soil quality and where agricultural operations will supplement the objectives of the link.
- (s) Provide public open space areas at the Humber River, Black Creek, East Don River, German Mills Creek and the Rouge River.
- (t) Provide for the continuity of open space between:
  - (i) the Metropolitan Toronto Urban Area and the built-up area at Woodbridge from the rural area west of Woodbridge to the rural area east of it
  - (ii) the Metropolitan Toronto and the Richmond Hill urban areas from the rural area west of the Richmond Hill Urban Area to the rural area east of it
  - (iii) the Metropolitan Toronto Urban Area and the built-up areas at Unionville and Markham from the rural area west of Unionville to Highway 48.
- (u) Provide for recreational trails and associated facilities between Martin Grove Road and the Milne Conservation Area.
- (v) Preserve the following prominent natural features:
  - (i) Humber River valley
  - (ii) West Don River valley
  - (iii) East Don River valley
  - (iv) German Mills Creek valley
  - (v) Rouge River valley.
- (w) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.4.3 Specific Policies

In cases of discrepancy between the specific policies for this link and the policies in Section 5, the following specific policies will prevail.

- (a) Restrict the number of transportation routes crossing the link to:
  - (i) existing facilities
  - (ii) Highway 404
  - (iii) essential new facilities and essential increased capacity of existing facilities that are in keeping with the objectives of the Parkway Belt.
- (b) Acquire a 500-foot-wide right-of-way for the construction of Highway 407.
- (c) Construct Highway 404 where it crosses the link.
- (d) Acquire land for the construction of the Ontario Hydro Parkway Station and associated transmission facilities to the north of the station and a railway spur to the station site.
- (e) Acquire rights-of-way as follows for the construction of Ontario Hydro facilities:
  - (i) 545 feet wide between Claireville Station and Parkway Station
  - (ii) 660 feet wide between Parkway Station and Highway 48.
- (f) Acquire rights-of-way for the construction of the York-Durham Servicing System.
- (g) Acquire a 100-foot-wide right-of-way for future utilities between Martin Grove Road and Highway 48.
- (h) Permit agricultural, public and existing uses as described in Section 5.3.3 (a) (excluding the institutional, commercial, residential and industrial uses described in Section 5.3.3 (a)) in the Complementary Use Area north of Highway 407 between Bayview Avenue and Woodbine Avenue.
- (i) Permit in any of the following parts of the Complementary Use Area industrial development having a maximum lot coverage of 25 percent and not exceeding 30 feet in height above the finished grade:
  - (i) north side of Burncrest Road in Markham
  - (ii) the area bounded by Fourteenth Avenue on the north, the CNR right-of-way on the south, the Highway 404 right-of-way on the west and Woodbine Avenue on the east.

- (j) Encourage the continued operation of existing golf courses and parks.
- (k) Acquire lands for the following public open space areas as shown in Map 5:
  - (i) Humber River
  - (ii) Black Creek
  - (iii) East Don River
  - (iv) German Mills Creek.
- (l) Develop recreational trails and associated facilities between Martin Grove Road and the Milne Conservation Area.
- (m) Design, develop and use the public open space areas so as to minimize any detrimental effect on woodlots, hedgerows and the following prominent natural features:
  - (i) Humber River valley
  - (ii) East Don River valley
  - (iii) German Mills Creek valley
  - (iv) Rouge River valley.
- (n) Permit uses in the Complementary Use Area of such an intensity and design as to minimize any detrimental effect on woodlots and hedgerows.



## **6.5 Burlington-Oakville Mini-belt**

### **6.5.1 Map**

Section 6.5.1 is Map 6 Burlington-Oakville Mini-belt. This map is to be read together with the text.

### **6.5.2 Specific Objectives**

As indicated in Section 3, Parkway Belt West is multi-purpose in nature so that it is not necessary that all the objectives apply to all parts of Parkway Belt West or to all parts of each link.

Accordingly, all the objectives of Section 3, except for Section 3.8, apply to this link although they are achieved to varying degrees. In addition, the following specific objectives apply to this link and are achieved to varying degrees.

- (a) Define the eastern limits of the Burlington Urban Area.
- (b) Define the eastern and northern limits of the Milton West Future Urban Area.
- (c) Define the southern and eastern limits of the built-up area at Milton.
- (d) Define the western limits of the Oakville Urban Area.
- (e) Define the western limits of the Milton East Future Urban Area.
- (f) Separate by open space the Burlington and Oakville urban areas.
- (g) Separate by open space the Milton East and Milton West future urban areas.
- (h) Separate by open space the Milton East Future Urban Area and the built-up area at Milton.
- (i) Separate by open space the Milton West Future Urban Area and the built-up area at Milton.
- (j) Include the existing Ontario Hydro facilities and Highway 25, where possible.
- (k) Minimize the number of transportation routes crossing the mini-belt and connecting the Burlington Urban Area to the Oakville Urban Area, connecting the Milton West Future Urban Area to the Milton East Future Urban Area and connecting the Milton East and Milton West future urban areas to the built-up area at Milton.
- (l) Provide for the possible Dorval Way between the Southern Link (Highway 403) and the Northern Link (Highway 401).

- (m) Conserve land specifically for agricultural production in areas of good soil quality and where agricultural operations will supplement the objectives of the mini-belt.
- (n) Provide public open space areas along Bronte Creek, Fourteen Mile Creek, Oakville Creek and East Oakville Creek.
- (o) Provide for the integrated planning and development of a public open space area comprising Bronte Creek Provincial Park, the Fourteen Mile Creek Conservation Area and the lands between.
- (p) Provide for the continuity of open space between the Burlington and Oakville urban areas from the Lake Ontario shoreline through the Escarpment Link to the rural area west of Milton West; and between the Milton West and Milton East future urban areas from the Southern Link to the rural areas west and north of the built-up area at Milton.
- (q) Provide for recreational trails and associated facilities along Bronte Creek, Oakville Creek and East Oakville Creek.
- (r) Preserve the following prominent natural features:
  - (i) Bronte Creek valley
  - (ii) Fourteen Mile Creek valley
  - (iii) Oakville Creek valley
  - (iv) East Oakville Creek valley.
- (s) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.5.3 Specific Policies

In cases of discrepancy between the specific policies for this link and the policies in Section 5, the following specific policies will prevail.

- (a) Restrict the number of transportation routes crossing the link to:
  - (i) existing facilities
  - (ii) the Southern Link and the CNR-Queen Elizabeth Way corridor
  - (iii) essential new facilities and essential increased capacity of existing facilities that are in keeping with the objectives of the Parkway Belt.
- (b) Acquire a 300-foot-wide right-of-way between the Southern Link and the Northern Link for the possible construction of Dorval Way.

- (c) Permit agricultural, public, residential and existing uses as described in Section 5.3.3 (a) (excluding institutional, commercial and industrial uses described in Section 5.3.3 (a)) in the Complementary Use Area north of the Southern Link.
- (d) Encourage the continued operation of the existing private golf courses, parks and marina.
- (e) Acquire lands for the following public open space areas, as shown in Map 6:
  - (i) Bronte Creek and a tributary south of the Queen Elizabeth Way
  - (ii) Oakville Creek
  - (iii) East Oakville Creek
  - (iv) Fourteen Mile Creek and the area between it and Highway 25 north of the Queen Elizabeth Way.
- (f) Integrate by government action the planning and development of Bronte Creek-Fourteen Mile Creek Public Open Space Area, which includes Bronte Creek Provincial Park, the proposed Fourteen Mile Creek Conservation Area and the lands in between.
- (g) Develop recreational trails and associated facilities in the following areas:
  - (i) Bronte Creek between Lake Ontario and the Southern Link
  - (ii) Oakville Creek between the Southern Link and the Northern Link and the Niagara Escarpment Planning Area
  - (iii) East Oakville Creek from the Southern Link northwards.
- (h) Encourage a fisheries rehabilitation program for Bronte Creek including measures to maintain the present high water quality of the creek.
- (i) Design, develop and use the public open space areas so as to minimize any detrimental effect on woodlots, hedgerows and the following prominent natural features:
  - (i) Bronte Creek valley
  - (ii) Fourteen Mile Creek valley
  - (iii) Oakville Creek valley
  - (iv) East Oakville Creek valley.
- (j) Permit uses in the Complementary Use Area of such an intensity and design as to minimize any detrimental effect on woodlots and hedgerows.

## **6.6 Oakville-Mississauga Mini-belt**

### **6.6.1 Map**

Section 6.6.1 is Map 7 Oakville-Mississauga Mini-belt. This map is to be read together with the text.

### **6.6.2 Specific Objectives**

As indicated in Section 3, Parkway Belt West is multi-purpose in nature so that it is not necessary that all the objectives apply to all parts of Parkway Belt West or to all parts of each link.

Accordingly, all the objectives of Section 3, except for Section 3.8, apply to this link although they are achieved to varying degrees. In addition, the following specific objectives apply to this link and are achieved to varying degrees.

- (a) Define the eastern limits of the Oakville Urban Area.
- (b) Define the eastern limits of the Milton East Future Urban Area.
- (c) Define the western limits of the Mississauga Urban Area.
- (d) Define the possible western limits of the Mississauga Northwest Urban Area.
- (e) Separate by open space the Oakville and Mississauga urban areas.
- (f) Separate by open space the Milton East Future Urban Area and the Mississauga Northwest Urban Area.
- (g) Include the existing Ontario Hydro facilities, where possible.
- (h) Minimize the number of transportation routes crossing the mini-belt and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area.
- (i) Provide for the Highway 403-Queen Elizabeth Way Link Highway.
- (j) Provide for a possible extension of the Highway 403-Queen Elizabeth Way Link Highway between the Southern Link (Highway 403) and the Northern Link (Highway 401).
- (k) Provide for Ontario Hydro facilities including the following:
  - (i) Trafalgar Station, a railway spur to the site and associated transmission facilities north of the station to the Northern Link and south of the



- station to the existing Ontario Hydro rights-of-way and Oakville Station
- (ii) Oakville Station expansion and possible future generating station facilities at Lake Ontario
  - (iii) transmission facilities between Oakville Station and the possible future generating station at Lake Ontario.
- (l) Conserve land specifically for agricultural production in areas of good soil quality and where agricultural operations will supplement the objectives of the mini-belt.
  - (m) Provide public open space areas along Joshua Creek and at the Lake Ontario shoreline.
  - (n) Provide open space between the Oakville and Mississauga urban areas and between the Milton East Future Urban Area and the Mississauga Northwest Urban Area so as to maintain the continuity of open space from the Lake Ontario shoreline through the Northern Link to the rural area.
  - (o) Provide for recreational trails and associated facilities along Joshua Creek and extending to the Northern Link.
  - (p) Preserve the following prominent natural features:
    - (i) Joshua Creek valley
    - (ii) forested areas of Lots 7 and 8 in Concession 1, South of Dundas Street and Lot 7 in Concession 2, South of Dundas Street.
  - (q) Protect tree stands that are either significant in their own right or serve as buffers.

### 6.6.3 Specific Policies

In cases of discrepancy between the specific policies for this link and the policies in Section 5, the following specific policies will prevail.

- (a) Restrict the number of transportation routes crossing the link to:
  - (i) existing facilities
  - (ii) the Southern Link and the Speers Road Extension
  - (iii) essential new facilities and essential increased capacity of existing facilities that are in keeping with the objectives of the Parkway Belt.
- (b) Acquire a 300-foot-wide right-of-way between the Queen Elizabeth Way and the Southern Link (Highway 403) for the construction of the Highway 403-Queen Elizabeth Way Link Highway.

- (c) Acquire a 300-foot-wide right-of-way between the Southern Link (Highway 403) and the Northern Link (Highway 401) for the construction of the possible extension of the Highway 403-Queen Elizabeth Way Link Highway.
- (d) Acquire land for the construction of the Ontario Hydro Trafalgar Station.
- (e) Acquire rights-of-way as follows for the construction of Ontario Hydro facilities:
  - (i) 545 feet wide between the Northern Link and Trafalgar Station (for transmission line and railway spur)
  - (ii) 525 feet wide between the Southern Link and the existing east-west Ontario Hydro right-of-way in Concession 1, South of Dundas Street
  - (iii) 275 feet wide between the existing east-west right-of-way in Concession 1, South of Dundas Street and Oakville Station
  - (iv) 275 feet wide between Oakville Station and the possible future generating station at Lake Ontario.
- (f) Reserve the existing Ontario Hydro site and rights-of-way for future flexibility.
- (g) Permit agricultural, public, residential and existing uses as described in Section 5.3.3 (a) (excluding institutional, commercial and industrial uses as described in Section 5.3.3 (a)) in the Complementary Use Areas south of Queen Elizabeth Way and north of Lower Base Line Road.
- (h) Acquire lands for the following public open space areas, as shown in Map 7:
  - (i) Joshua Creek valley and adjacent wooded areas in Lots 6, 7 and part of Lot 8 in Concession 1, South of Dundas Street and part of Lots 6 and 7 in Concession 2, South of Dundas Street
  - (ii) Joshua Creek valley between Lake Ontario and the proposed Ford Drive extension.
- (i) Develop recreational trails and associated facilities between Lake Ontario and the Northern Link, which as much as possible will follow Joshua Creek and link the public open space areas along it.
- (j) Design, develop and use the public open space areas so as to minimize any detrimental effect on woodlots, hedgerows and the following prominent natural features:
  - (i) Joshua Creek valley

- (ii) forested areas of Lots 6, 7 and part of Lot 8 in Concession 1, South of Dundas Street and part of Lots 6 and 7 in Concession 2, South of Dundas Street.
- (k) Permit uses in the Complementary Use Areas of such an intensity and design as to minimize any detrimental effect on woodlots and hedgerows.

## **6.7 Airport Mini-belt**

### **6.7.1 Map**

Section 6.7.1 is Map 8 Airport Mini-belt. This map is to be read together with the text.

### **6.7.2 Specific Objectives**

As indicated in Section 3, Parkway Belt West is multi-purpose in nature so that it is not necessary that all the objectives apply to all parts of Parkway Belt West or to all parts of each link.

Accordingly, all the objectives of Section 3, except for Sections 3.2 and 3.10, apply to this link although they are achieved to varying degrees. In addition, the following specific objectives apply to this link and are achieved to varying degrees.

- (a) Define the westerly limit of the Mississauga Industrial Area immediately west of Toronto International Airport.
- (b) Minimize the number of transportation routes crossing the mini-belt and connecting the rural area west of the mini-belt to transportation facilities within the mini-belt or to the Mississauga Industrial Area.
- (c) Provide for Highway 403.
- (d) Provide for Highway 410 and incorporate flexibility for additional transportation access to the west side of the airport.
- (e) Provide for Ontario Hydro transmission facilities.
- (f) Provide for future utilities.
- (g) Provide a public open space area.
- (h) Provide for recreational trails and associated facilities between the Southern Link and the Northern Link.
- (i) Protect tree stands that are either significant in their own right or serve as buffers.

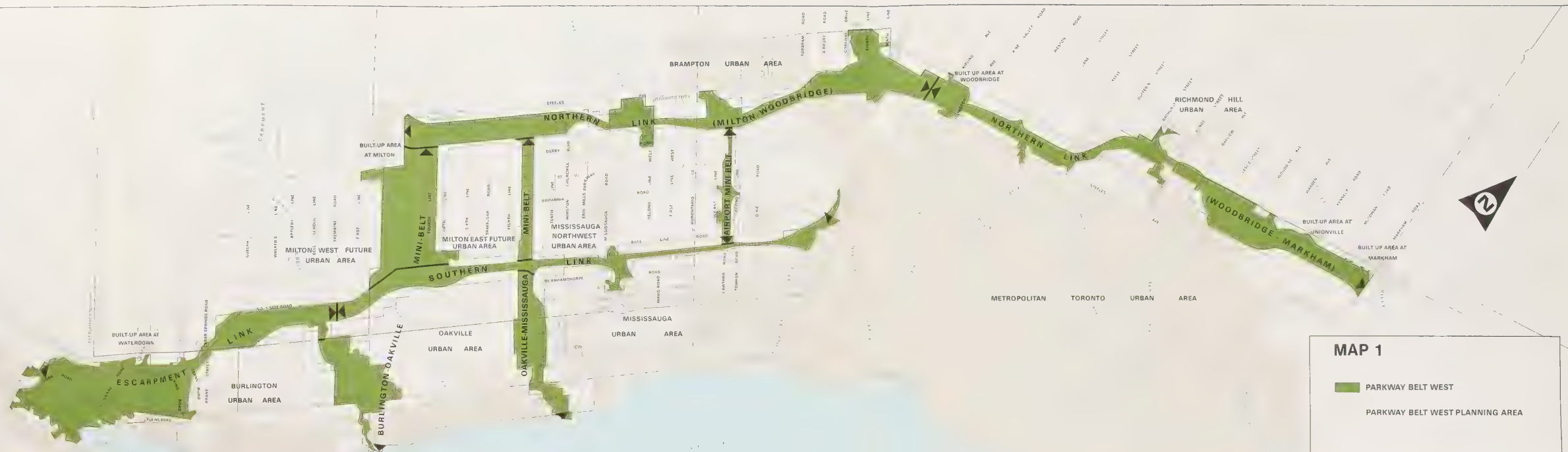
### **6.7.3 Specific Policies**

In cases of discrepancy between the specific policies for this link and the policies in Section 5, the following specific policies will prevail.

- (a) Restrict the number of transportation routes crossing the link to:
  - (i) existing facilities
  - (ii) essential new facilities and essential increased capacity of existing facilities that are in keeping with the objectives of the Parkway Belt.
- (b) Acquire a 500-foot-wide right-of-way between the Southern Link and Highway 401 for the construction of Highway 403.
- (c) Acquire a right-of-way between Highway 401 and the Northern Link (Highway 407) for the construction of Highway 410. The right-of-way varies in width over its length and provides a land reserve for construction of additional transportation access to the west side of the airport.
- (d) Acquire a 120-foot-wide right-of-way for the relocation and construction of the Ontario Hydro transmission facilities.
- (e) Acquire a 100-foot-wide right-of-way for future utilities between the Southern Link and the Northern Link.
- (f) Acquire lands for the following public open space and buffer areas, as shown in Map 8:
  - (i) between the linear facilities throughout the mini-belt
  - (ii) parts of Lots 2 and 3, Concession 2, East of Hurontario Street and part of Lot 3, Concession 1, East of Hurontario Street.
- (g) Develop recreational trails and associated facilities between the Southern Link and the Northern Link.
- (h) Design, develop and use the public open space areas so as to minimize any detrimental effect on woodlots and hedgerows.













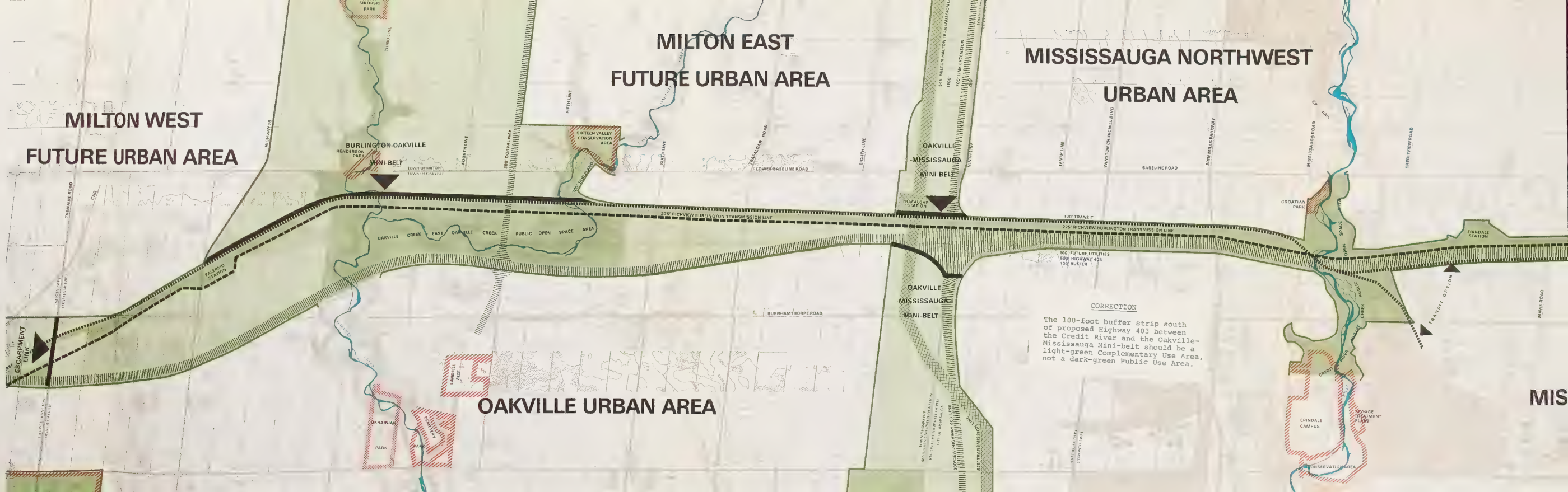


**MILTON WEST  
FUTURE URBAN AREA**

**MILTON EAST  
FUTURE URBAN AREA**

**MISSISSAUGA NORTHWEST  
URBAN AREA**

**OAKVILLE URBAN AREA**



# SSAUGA NORTHWEST URBAN AREA



### Map 3





## BRAMPTON URBAN AREA

**BUILT-UP AREA**  
**AT**  
**WOODBIDGE**

**METROPOLITAN TORONTO**  
**URBAN AREA**

**NORTHERN LINK** (Milton-Woodbridge)

### Map 4

PUBLIC USE AREA  
existing

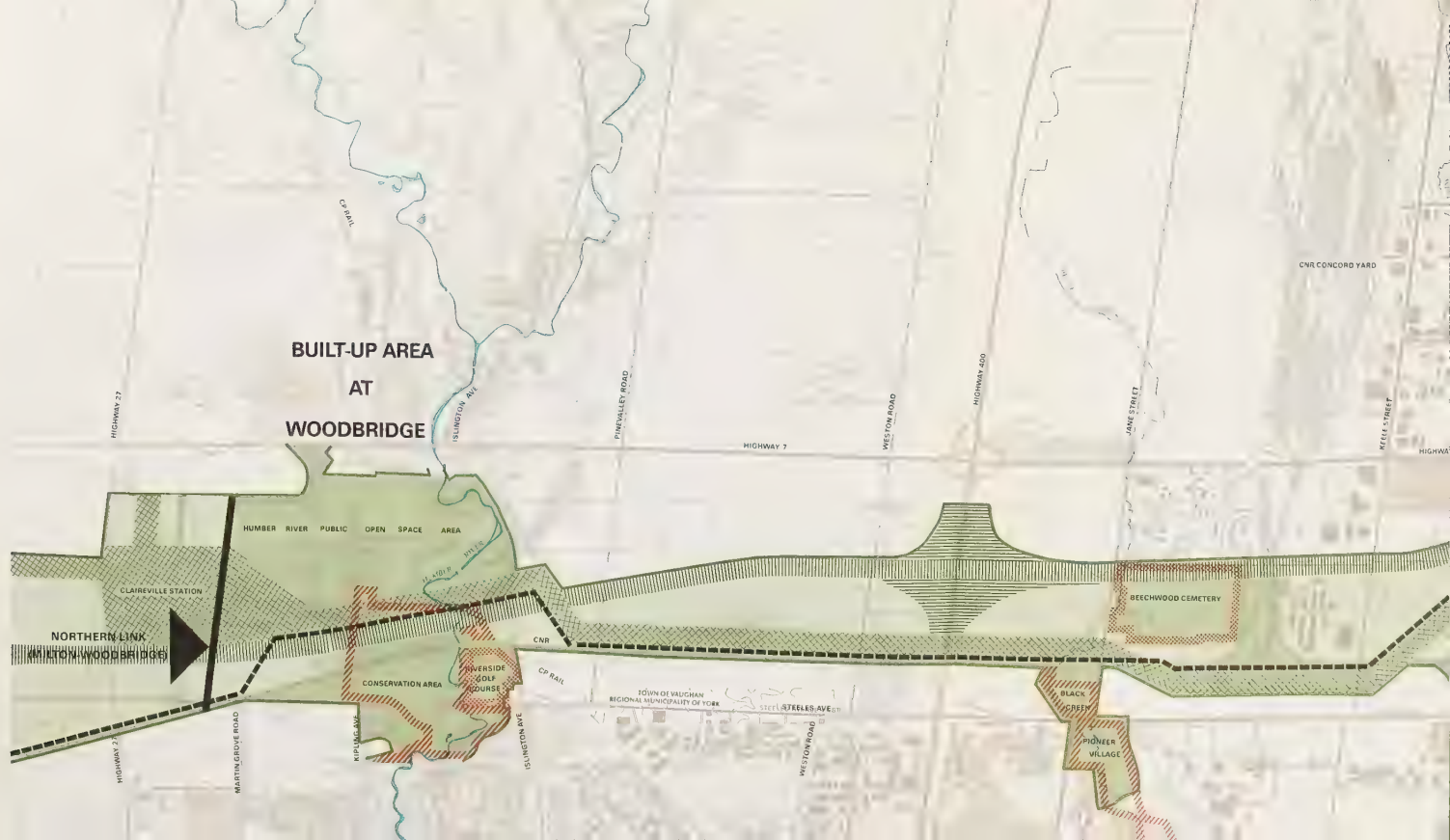
future

PUBLIC OPEN SPACE  
 PRIVATE OPEN SPACE  
 ELECTRIC POWER FACILITY  
 ROAD  
 RAILWAY  
 PUBLIC OPEN SPACE  
 UTILITY  
 ELECTRIC POWER FACILITY  
 ROAD  
 INTER-URBAN TRANSIT

COMPLEMENTARY USE AREA

Ministry of Treasury, Economics and Intergovernmental Affairs, 1975.

*This map constitutes part of the Plan  
and should be read together with the text.*



**BUILT-UP AREA  
AT  
WOODBIDGE**

HUMBER RIVER PUBLIC OPEN SPACE AREA

NORTHERN LINK  
WILSON WOODBRIDGE

CLAIREVILLE STATION

CONSERVATION AREA

RIVERSIDE  
GOLF COURSE

BEECHWOOD CEMETERY

BLACK  
CREEK

PIONEER  
VILLAGE

TOWN OF VAUGHAN  
REGIONAL MUNICIPALITY OF YORK

CNR CONCORD YARD



# RICHMOND HILL

## URBAN AREA

**BUILT-UP AREA  
AT  
UNIONVILLE**



**BUILT-UP AREA  
AT MARKHAM**



**NORTHERN LINK (Woodbridge-Markham)**

### Map 5

**PUBLIC USE AREA**  
existing

future

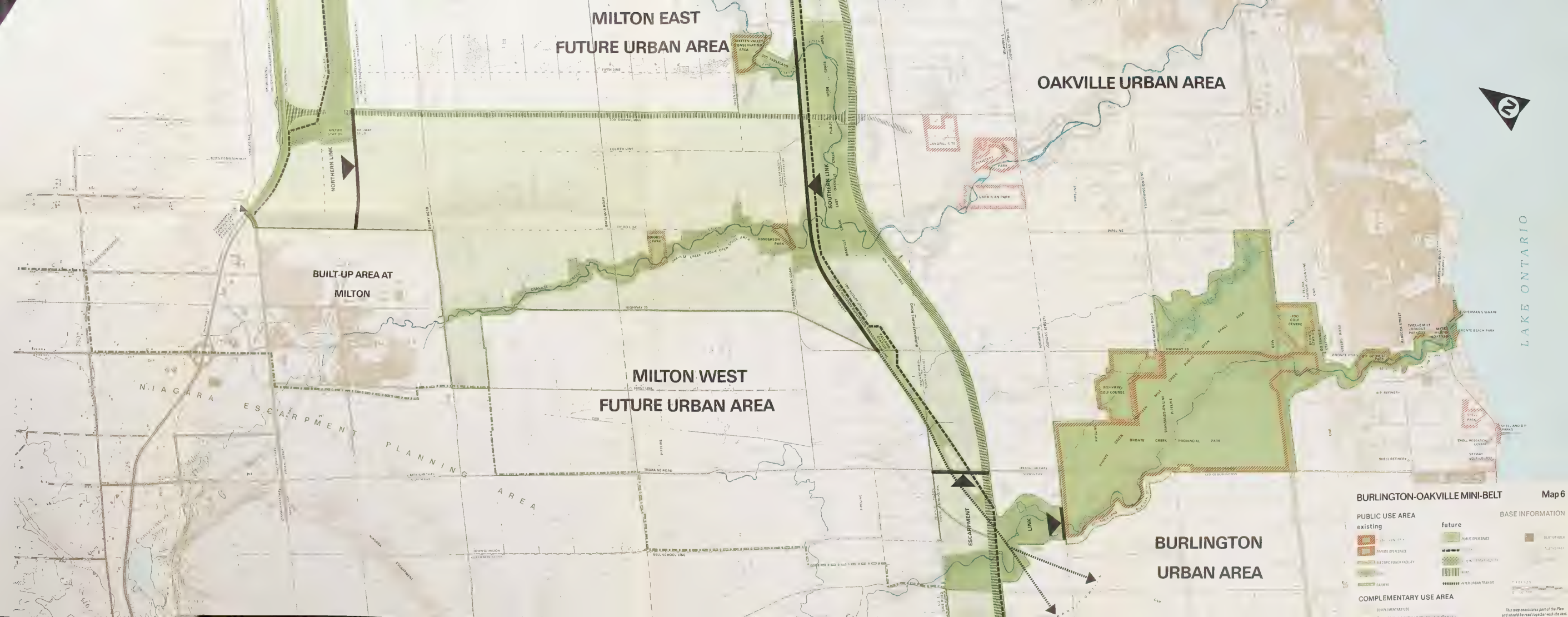
### BASE INFORMATION



COMPLEMENTARY USE AREA

Ministry of Treasury, Economics and Intergovernmental Affairs (1997)

*This map constitutes part of the Plan  
and should be read together with the text*





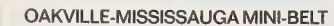


# MISSISSAUGA NORTHWEST URBAN AREA

## MISSISSAUGA URBAN AREA

# MILTON EAST FUTURE URBAN AREA

## OAKVILLE URBAN AREA



### Map 7

PUBLIC USE AREA  
existing

future

### BASE INFORMATION

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COMPLEMENTARY USE AREA

Ministry of Treasury, Economics and Sustainable Development Affairs, 1973

*This map constitutes part of the Plan  
and should be read together with the text*









# Appendix

THE APPENDIX DOES NOT CONSTITUTE  
PART OF THE PLAN



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# I

## HISTORICAL BACKGROUND

### Metropolitan Toronto and Region Transportation Study

In 1967, the *Metropolitan Toronto and Region Transportation Study* (MTARTS) in its landmark report, *Choices for a Growing Region*, forecast that if growth in the region continued as it had in the past, it would lead to inevitable merging of towns and cities into an amorphous sprawling urban mass from Hamilton to Oshawa and from Toronto to Richmond Hill. Natural and financial resources would be wasted; transportation would be chaotic; and the quality of life would be adversely affected.

MTARTS concluded that the above prospects called for innovative measures by the Ontario government to harness the growth potential in the Metropolitan Toronto region, particularly along Lake Ontario.

MTARTS formulated four concepts for regional growth (called Goals Plans) as possible alternatives to the trends-type development. Three of the four Goals Plans contained a Parkway Belt as a key element of the concept.

After public reaction and government evaluation of the MTARTS proposals, Goals Plan II was selected as the basis for the Toronto-Centred Region concept as elaborated in May, 1970.

### Toronto-Centred Region

In the Toronto-Centred Region concept, as in Goals Plan II, the Lake Ontario shoreline from Hamilton to Oshawa was slated for intensive development that was to take the form of a two-tiered arrangement of cities. One tier was located along the lakeshore east and west of Metropolitan Toronto, while the other followed a similar line inland from the lake.

A modified Parkway Belt System was a vital component necessary to achieve the regional pattern of the Toronto-Centred Region concept.

### Parkway Belt Task Force

In 1970, an inter-ministerial task force was set up to refine the goals and objectives and to design the Parkway Belt System. The work of the task force formed the basis for the government proposal (issued in June 1973) for that part of the system between Dundas and Markham—Parkway Belt West.

### Parkway Belt West

The 1973 government proposal, *Development Planning in Ontario: The Parkway Belt West*, provided a more detailed delineation of the Parkway Belt West System derived

from the Toronto-Centred Region concept. On the same day that the Parkway Belt West proposal was released, the government introduced new legislation known as The Ontario Planning and Development Act and The Parkway Belt Planning and Development Act. These acts, as finally approved by the Ontario legislature, provided for the establishment of a Parkway Belt Planning Area and for the preparation of a development plan for the area.

Subsequently on August 8, 1973, the Minister of Treasury, Economics and Intergovernmental Affairs established, by order, the Parkway Belt West Planning Area and applied land use regulations to the area to stabilize land use until a provincial development plan had been approved and municipal official plans and bylaws amended accordingly.

### **Niagara Escarpment Planning Area**

Parkway Belt West touches the Niagara Escarpment Planning Area at two places – west of Milton and in the Burlington-Waterdown-Dundas area.

West of Milton the Parkway Belt western boundary coincides with the eastern boundary of the Niagara Escarpment Planning Area. The Parkway Belt's primary objectives in this area – to protect and to preserve the Niagara Escarpment and to define the western limit of the built-up area at Milton – are to be attained through development controls of the Niagara Escarpment Commission.

In the Burlington-Waterdown-Dundas area, where an overlap of the two planning areas existed in early planning stages, both the Parkway Belt and the Niagara Escarpment objectives will be attained by Parkway Belt land use regulations and the policies set forth in the Parkway Belt West Plan. To avoid duplication, the southern boundary of the Niagara Escarpment Planning Area was amended to coincide with the northern and western boundaries of the Parkway Belt West Planning Area.

## II

# PHILOSOPHY OF THE PARKWAY BELT SYSTEM

The four goals of the Parkway Belt System are:

1. Community Identification
2. Integration of Two-tier System of Urban Areas
3. Land Reserve for Future Flexibility
4. Linked Open Space Framework

### **Goal One: Community Identification**

Experience has demonstrated conclusively that satisfactory social, political and economic organization at the urban level requires that people feel an identification with a community small enough to give them a "personal" relationship to it. This is an imperative for successful urban life at both the individual and group level.

A vital component in achieving community identity is the physical form of the urban community itself. Until recent times the combination of geography and historical development within the Toronto-Centred Region made community identification relatively simple. Communities tended to grow outward from separate and identifiable urban nuclei.

However, this system of separate and identifiable urban communities is now breaking down in the face of massive urban growth pressures. Without direction this could well lead to an amorphous, conglomerate "super-city."

The resulting organizational problems could be impossible to manage if recent experience in the United States is a valid precedent.

The Parkway Belt System is one means of coming to terms with this. It is designed to develop a recognizable demarcation line between urban areas. Where possible, the emphasis is on natural boundary features and avoidance of the completely artificial.

By using natural features such as tree stands, river valleys and hills and combining these with a transportation, communication and utility corridor, lines can be drawn around urban communities within the overall regional system. In this way these communities have an opportunity to develop a life and identity of their own.

### **Goal Two: Integration of Two-tier System of Urban Areas**

Throughout the system of cities there will be need for inter-urban area and inter-regional flows of goods, people, energy, water, sewage and communications. Ideally,

these flows should be accommodated outside communities to prevent internal environmental and functional disruptions. An example of what to avoid is the present path of the Queen Elizabeth Way thrusting through the urban areas of Mississauga, Oakville and Burlington.

The facilities that accommodate these flows are usually major physical features – freeways, regional transit, electric power transmission lines and swaths of open land with buried pipelines.

These facilities will be necessary to service the expanding urban population whether or not there is a Parkway Belt System. The Parkway Belt will bring these facilities together in order to pool both the costs and benefits, while also tying the cities together in a major flow-system for the region.

Thus, while the Parkway Belt System identifies and separates communities, it also serves to tie cities together.

### **Goal Three: Land Reserve for Future Flexibility**

A major aim of the regional plan is to provide for future changes in both technology and human values. Such changes are expected to precipitate the need for land for the following possibilities:

- (a) New forms of regional transit, additional unanticipated energy or communication conductors and major water and sewage pipelines.

If this flexibility is not now provided, accommodating these facilities through urban communities at a later date will prove to be extremely costly and limit the possibility of achieving desired service standards at reasonable costs.

- (b) New unanticipated activities and land uses requiring sites of high accessibility and substantial land area.

As human values change, there is continual change in both the type and organization of activity. Thirty years ago, for example, the present form of regional shopping centres and community colleges was probably not anticipated.

The Parkway Belt System provides an opportunity now to “build in” a land reserve at a reasonable cost. This land reserve can then be used later for new unanticipated activities. The benefits of doing this are twofold:

- (a) lower cost of acquiring land now, rather than after a period of urbanization
- (b) co-ordinated approach to the provision of services so that new technologies can be brought together and the use of land co-ordinated.

### **Goal Four: Linked Open Space Framework**

Consistent with and complementary to the foregoing principles is the provision of a



continuous system of functional, linked open spaces. Where appropriate or opportune, the open-space framework comprises and provides for:

- (a) areas of, and access to, recreation
- (b) conservation of unique natural features
- (c) protection of headwaters
- (d) relief from the effects of continuous urban development to both users of facilities within the Parkway Belt and residents of adjacent urban areas
- (e) linkage of the countryside and the open spaces within the urban areas.

# III

## PROCESS OF PLAN PREPARATION, APPROVAL, AMENDMENT AND REVIEW

### Authority for Plan

The Parkway Belt Planning and Development Act, approved by the legislature in 1973, authorizes by Section 1 the Treasurer of Ontario and Minister of Economics and Intergovernmental Affairs to establish by order the Parkway Belt Planning Area and to direct that a Parkway Belt Plan be prepared for the area.

The Minister made an order on August 4, 1973, which was filed on August 8, 1973, and published as Ontario Regulation 472/73, defining the Parkway Belt Planning Area. As required in Section 1 (3) of The Parkway Belt Planning and Development Act the order was approved by the legislative assembly November 16, 1973. The Parkway Belt Planning Area was amended slightly by Minister's order published as Ontario Regulation 744/73 and approved by the legislative assembly June 24, 1974. Two amendments to the Planning Area were made by Ontario Regulation 399/75 in May, 1975. One deleted the Parkway Belt Planning Area west of Milton. This area is covered by the Niagara Escarpment Planning Area. A second area, west of Bronte Creek in Oakville, was deleted in order to permit the incremental expansion of vital energy-related facilities.

Since August 8, 1973, the Minister has made land use regulations pursuant to The Parkway Belt Planning and Development Act to govern uses within the Parkway Belt Planning Area.

Numerous applications for amendment to or exemption from the land use regulations have been made. Some, which comply with Parkway Belt objectives and policies, have been granted mainly in order to prevent undue hardship to landholders.

### Public Participation

As part of the public participation process, Section 3 of the Ontario Planning and Development Act stipulates that the Minister shall establish two or more advisory committees to advise and make recommendations to the Minister in respect of the preparation and implementation of the Plan. One of the committees would represent the municipalities in the planning area and one broadly representative of the people of the planning area.

Accordingly, two advisory committees were established in 1974 by the Minister. One, the Municipal Advisory Committee, comprises the chairman and one other representative of the regional municipalities of Hamilton-Wentworth, Halton, Peel, York and the Municipality of Metropolitan Toronto.

The second committee, the Interested Groups and Residents Advisory Committee, comprises representatives of the following groups:

The Board of Trade of Metropolitan Toronto  
Chairmen's Committee of the Ontario Conservation Authorities  
Conservation Council of Ontario  
Canadian Institute of Planners, Central Ontario Chapter  
Community Planning Association of Canada, Ontario Division  
Urban Development Institute  
Housing and Urban Development Association of Ontario  
Ontario Federation of Labour  
Association of Professional Engineers of Ontario  
Ontario Federation of Agriculture  
Ontario Municipal Electric Association  
Toronto Redevelopment Advisory Council  
Ontario Natural Gas Association  
Canadian National Railways  
CP Rail

Committee chairman is F. Warren Hurst. In addition, there are 10 citizens at large on the committee:

J. Archie Turner  
Alex Stuart  
Hugh Beaty  
Michael Boyle  
F. Irvine Ryckman  
Alan R. Wright  
Tom Broadhurst  
James P. Jongeneel  
Professor Stephen G. Triantis  
Mary Ann Miller

In addition, by Section 4 the council of each municipality within the planning area was consulted with respect to the prepared contents of the Plan.

## **Proposed Plan to Public**

After preparation of the proposed Plan, each advisory committee and each municipality having jurisdiction within the planning area is to be furnished with a copy and invited to comment thereon within a period of not less than three months (Section 6 (1)).

Also a notice is to be published in one or more newspapers having general circulation in the area, indicating where a copy of the proposed Plan together with the material used in its preparation can be examined and inviting the submission of comments thereon within a period of not less than three months (Section 6 (1)).

## **Public Hearings**

After the expiration of the time for comments on the proposed Plan, one or more hearing officers appointed by the Minister will conduct hearings to receive representations respecting the contents of the Plan by any person desiring to make representations (Section 6 (2)).

The hearing officer shall give notice of the time and place of any hearing by publishing a notice in one or more newspapers having general circulation in the area, at least three weeks before the hearing date (Section 6 (3) (4)).

At any hearing, officials of the government are to present the proposed Plan and the justification therefore, and, subject to the rules of procedure adopted by the hearing officer, they may be questioned on any aspect of the Plan by any interested person (Section 6 (5)).

## **Report of Hearing Officer**

Within three months of the conclusion of the hearings, the hearing officer is to report to the Minister a summary of the representations made together with a recommendation as to whether the Plan should be accepted, rejected or modified and his reasons therefore (Section 6 (6)).

Copies of the report of the hearing officer are to be made available for inspection by any person in the Minister's office, the clerk's office of each municipality within the planning area and in any other location the Minister determines.

## **Approval of Plan**

After considering the hearing officer's report and the comments received, the Minister is to submit the proposed plan with his recommendations to the cabinet, which may approve the Plan with or without such modifications as it may consider desirable (Section 6 (10)).

If the Minister's recommendation to cabinet is other than that the report of the hearing officer be approved, then the Minister is to give public notice to this effect, state his intention and allow a period of 21 days for anyone to make representation in writing to the cabinet (Section 6 (9)).

A copy of the approved Parkway Belt West Plan certified by the Minister is to be lodged with the clerk of each municipality and in every land registry office within the area covered by the Plan (Section 7 (1) (2)).

## **Effect of Plan**

All provincial programs affected by the Parkway Belt West Plan will be carried out so as not to conflict with the Plan.

No municipality or local board in the area covered by the Plan shall undertake any works or undertaking that is in conflict with the Plan and no municipality shall pass a bylaw for any purpose that is in conflict therewith (Section 9 (1)).

Where a local plan or a zoning bylaw is in conflict with provisions of the Parkway Belt West Plan, the Minister will request the municipality to submit, within a specified time, proposals for the resolution of the conflict (Section 11 (1)).

If the municipality fails to submit the proposals to resolve the conflict within the time specified or if the conflict cannot be resolved, the Minister may, by order, amend the local plan so as to make it conform to the Parkway Belt West Plan (Section 11 (2)).

## **Amendment to Plan**

The Minister may initiate an amendment to the Parkway Belt West Plan and also will receive applications by any person, municipality or ministry requesting amendments to the Plan (Section 8 (1)).

The public participation process described previously relating to consultation with advisory committees and municipal councils, submission of comments and the holding of public hearings also applies to any proposed amendment.

As in the case of the original Parkway Belt West Plan, any amendment shall be submitted to the cabinet by the Minister with his recommendations after the hearing officer has made his report. The cabinet may approve or refuse to approve the amendment with such modifications as it may consider desirable (Section 8 (2)).

A copy of any approved amendment certified by the Minister is to be lodged with the clerk of each municipality and in every land registry office within the area covered by the Plan.

## **Review of Plan**

Within five years of the Parkway Belt West Plan coming into effect and, thereafter, at intervals of not more than five years, the Minister will initiate a review of the Plan.

All provisions relating to consultation with advisory committees and municipal councils, submission of comments and the holding of public hearings for the Parkway Belt West Plan will apply to the review of the Plan.

The Minister will submit to the cabinet a report on the review with his recommendations (Section 14 (1)). The cabinet may confirm the Parkway Belt West Plan or may approve the Plan with such modifications as it may consider desirable (Section 14 (2)).



## IV

# RATIONALE: GENERAL PROVISIONS OF PLAN

### **Definitions of “Public Use Area” and “Complementary Use Area”**

While public ownership of land is necessary for many of the linear facilities in Parkway Belt West and while extensive open space areas are needed for public recreation purposes, the concept of the Parkway Belt System does not require that all lands in the system be in public ownership. The objectives of helping to separate urban areas and to identify their limits can be achieved by public lands and by private lands and the objective of establishing a corridor for major linear facilities involves both public and non-public facilities.

It would be possible, then, to distinguish public lands and non-public lands in Parkway Belt West, but this simple distinction is not entirely satisfactory for planning purposes. There are, on the one hand, some private land uses such as private golf courses and private sector linear facilities (telephone, rail and pipelines) that are adjacent to, or surrounded by, present and future public lands and that have characteristics very similar to those of public lands in Parkway Belt West. On the other hand, there are some public uses such as roads and utilities that are located within areas of predominantly private land ownership and that are necessary for normal public uses in such areas. Thus the two land use categories set out in the Plan – the Public Use Area and the Complementary Use Area – are not exclusively areas of public land ownership and of private land ownership but, rather, are defined in terms of predominant kind of use and land ownership. They distinguish two categories in which there are different emphases in the objectives and policies for public action.

In the Public Use Area, major purposes are to bring linear facilities together in a single corridor and to provide needed public open space. However, in the public open space areas there are some clusters of development, which, although shown on the maps as proposed for acquisition, may be permitted to remain in private ownership. Parts of larger lots may be acquired; the amount to be retained by the owner is to be negotiated by the owner and the acquiring agency. Public ownership of most of the Public Use Area will be necessary.

In the Complementary Use Area primary objectives are the preservation of the open character of the landscape and the encouragement of activities that do not involve covering the land with buildings or pavement. These objectives can be achieved with most of this area remaining in private ownership and activities so that the major planning actions are regulatory in nature. However, in cases where small parcels of Complementary Use Area are isolated by highway or other facilities, the Complementary Use Area might be acquired. It is the combination of both public and complementary use areas that produces the total effect of planned open space that is

part of the purpose of Parkway Belt West. Detailed maps showing boundaries of the Public Use Area (and its contained linear facilities and open space areas) and the Complementary Use Area will be made available by the Ontario government.

Section 5.1.1 (b) of the Plan specifies that acquisition of the Public Use Area will occur over an extended period of time. A detailed timetable, if provided at this time, would be misleading since major changes could result from the public hearings. Thus, the actual amount of land which will be publicly acquired is not yet known. Another difficulty occurs, since agencies responsible for the implementation of some of the facilities within Parkway Belt West are unable to provide detailed construction timetables. For example, Highway 407 has been under consideration for a number of years. Present indications are that it may be built anywhere from 10 to beyond 20 years in the future. However, needs shown in the near future may drastically change priorities thus changing the presently anticipated timing.

## **Definition of Urban Area**

The two-tier system of urban areas was publicly announced in *Design for Development: The Toronto-Centred Region* (May 1970) on the basis of the *Metropolitan Toronto and Region Transportation Study* of 1967. Subsequently the same basic system was shown in *Design for Development: A Status Report on the Toronto-Centred Region* (August 1971), in *Development Planning in Ontario: The Parkway Belt West* (June 1973), in the *Report to the Advisory Committee on Urban and Regional Planning of the Central Ontario Lakeshore Urban Complex Task Force* (December 1974) and in the *Interim Draft Parkway Belt West Plan* (May 1975).

The Parkway Belt West Draft Plan is a further refinement of the above documents. For the sake of consistency, the term "urban areas" was retained to describe the urban development within the two-tier system.

Regional and municipal boundaries do not coincide with the Parkway Belt West design area boundaries. It is not intended in the Plan to imply that present regional or area municipality boundaries will be altered to totally coincide with the Parkway Belt West.

## **Advance Purchase of Lands in the Public Use Area**

An important feature of the Parkway Belt West Plan is designation of lands for public acquisition, which is a commitment to future action. The timing of the acquisition action is not specified. All the land designated for public acquisition will not be purchased immediately after the Plan is adopted and comes into effect.

As a result some owners will have the problem of holding land to be purchased for public use, but subject immediately to land use controls inhibiting development possibilities. Moreover, the possibility of private sale may be reduced by the prospect of future government acquisition at an unspecified time.

A landowner might not be able to maintain his ownership for a long period of time under such conditions. The Plan therefore provides that the Ontario government may investigate claims for this kind of hardship and may purchase such lands provided that the cost can be accommodated within the acquisition program for Parkway Belt West lands.

## **Public Open Space Objectives and Policies**

One objective of the Parkway Belt West Plan is to provide extensive areas of public open space not merely to separate and to help identify urban areas but also to meet a need for open space for two important public purposes:

- (a) recreational activities, and
- (b) preservation of particular features of the natural environment.

Recent surveys and studies used by the Ministry of Natural Resources for the development of recreation programs and policies provide an indication of the need for public recreation space. It has been found, for example, that there is a growing demand for recreation areas and facilities readily accessible to the major concentrations of urban population. Reference to this demand is made in the supporting material about recreational trail systems prepared for this Plan by the Ministry of Natural Resources and included in this appendix.

Parkway Belt West as a multi-purpose planning measure provides a feasible, economical way to supply a part of the needs for public recreation as seen by the Ministry of Natural Resources. The major river valley lands included in the Parkway Belt not only separate and give identifiable limits to urban areas but also provide some of the most suitable available land for picnicking, swimming, hiking and other recreational activities that are wanted within day-use distance of urban areas.

In addition to the purchase of valley lands for recreational purposes, other areas become available for recreation use through land acquisition for linear facilities. In some cases, acquisition areas may be enlarged to encompass adjacent lands with recreational potential and in other cases multiple use of lands for linear facilities permits at least limited development for such recreational uses as trails. Lands for linear facilities will be made available for other multiple uses where possible. For example agricultural use of electric transmission rights-of-way in conjunction with adjoining agricultural lands may be permitted.

In general, while Parkway Belt West does not supply the entire demand for public open space, its extended linear pattern enables it to connect with other provincial and municipal public open space and to help tie these together into a recreational open space system on a regional scale.

The demand for public recreation areas is not only for land that is geographically near major urban areas but which is also accessible to urban population. In this regard the major regional transportation facilities in Parkway Belt West mean that such easy access to public open space can be assured.



There is also a demand for public open space that is oriented more to preservation and conservation than to recreation. It involves a claim that certain natural features – those that are unique or that are very sensitive to damage or destruction by urban development – should be protected. Moreover, it is thought that such natural features should become resources of the whole community and be carefully preserved rather than exploited as a private, saleable commodity. This aspect of public open space is present in the Plan for Parkway Belt West. Thus, the Plan considers that such features as the face, rolling slopes and tableland on top of the Niagara Escarpment, major river valleys and minor ravines and areas of extensive woodland or steep slopes are worthy of preservation for their own sakes.

The acquisition of the aforementioned public open space areas will be primarily undertaken by the Ontario government. However, the land may be acquired by the area municipality, the region, the responsible conservation authority or another interested agency.

## **Agriculture in Parkway Belt West**

There are good reasons for encouragement of agriculture in Parkway Belt West both from the viewpoint of planning for open space in regional urban development and from the viewpoint of agricultural development.

The case for agriculture as an important land use in the extensive Complementary Use Area has been made in another section of this general rationale. Agriculture characteristically involves large areas of land and provides an open landscape with relatively small coverage by buildings.

Thus, it can be of major assistance in providing a significant open space break in a pattern of extensive urban development, a break which can help to separate and to delimit built-up urban areas.

There is a case to be made for encouraging agricultural development in Ontario generally, but that is beyond the scope of the Plan for Parkway Belt West. In regard to this Plan, if agriculture is to be a useful and continuing kind of development in Parkway Belt West and if advantages of agricultural production near urban markets are to be maintained, it will not be sufficient merely to allow agriculture as a permitted use and expect it to compete successfully with other activities for the use of land near urban areas. Economically many other activities can outbid agriculture for the purchase and use of such land. Economically and socially agriculture can be inhibited or damaged by the continued loss of the limited amounts of the best agricultural land and by unplanned intrusion of non-farm activities into agricultural areas.

If agriculture, then, is useful to the objectives of Parkway Belt West, it will need not only permission to continue but protection and encouragement to continue. For these reasons the Plan in certain areas calls for a very restricted range of permitted uses under the development controls exercised by local government. To promote effective and reasonable farm practices and pollution control systems, it is recommended that municipal official plans and zoning bylaws dealing with agriculture in Parkway Belt



West should reflect, where possible, the provisions of the Agricultural Code of Practice for Ontario prepared by the Ministry of the Environment and the Ministry of Agriculture and Food.

## **Development Control**

The ownership of land is significant in regard to the matter of control of land use in Parkway Belt West. Where lands are publicly held, the public authorities, according to the Parkway Belt Planning and Development Act, are directly subject to the provisions of the Plan in regard to the uses that may be permitted on such lands. Where lands are not, or not yet, in public ownership, the control of land use is normally exercised by local government through such measures as zoning bylaws and maintenance and occupancy bylaws.

However, in order to stabilize land use as quickly as possible when Parkway Belt West was announced by the Ontario government the minister responsible used his authority under the Parkway Belt Planning and Development Act to make land use regulations taking immediate effect and superseding the previous municipal regulations. These land use regulations were undertaken much more quickly than a change in municipal bylaws could have been effected. However, it is not intended to shift direct control of development to the Minister permanently. As soon as local plans and bylaws are amended to conform with the Parkway Belt West Plan, the temporary provincial controls will be repealed and local government regulation will be resumed. The on-going control process for regulating development of lands in Parkway Belt West that are not in public use is intended to be a municipal function to be carried out according to the guidelines and criteria set out in the Parkway Belt West Plan.

A significant feature of the guidelines is the requirement for existing use zoning controls. This zoning process requires that the initial zoning regulations established by municipalities to implement the Plan must permit only those uses that are noted as permitted kinds of use in the Plan and those uses that exist lawfully at the date of passing of the bylaw.

Minor variances may be permitted by the Committee of Adjustment. In any case, the process provides very restrictive control. However, it also permits very close and careful examination of development proposals. This control, combined with the requirement to use development agreements under Section 35a of The Planning Act, enables local governments to ensure that Parkway Belt West objectives are achieved.

Another kind of development control required by the Plan is the enactment of property maintenance bylaws. An important objective of Parkway Belt West is the preservation of the natural landscape and the "openness" of the Parkway Belt. Careful enforcement of property maintenance can assist in this, particularly since a recent change in The Planning Act has made vacant property also subject to such control.

## **Preservation of Rural Character**

One sought-after effect of the Plan is to preserve the rural character of Parkway Belt West. A principal method to achieve this is to encourage agriculture, as outlined in a

previous section of this general rationale. Another method is to minimize the number of severances in order to prevent the gradual division of lands into smaller parcels, which, when developed, could give an impression of intense development throughout Parkway Belt West. It is hoped that municipal bylaws and official plans would come to reflect the need to preserve our rural heritage, not only in agriculture, but in other ways. A survey identifying and locating the types of natural and man-made features and areas in the Complementary Use Areas that are deemed worthy of preservation and enhancement and those which are deemed to require rehabilitation or prevention from reoccurrence has been done.

It is deemed important to have some form of municipal regulation covering signs and billboards, property maintenance, trees, architecturally and/or historically significant buildings.

As a result, Parkway Belt municipalities should consider bylaws prohibiting the erection within the belt of signs or billboards for advertising purposes. This is not meant to preclude small signs erected solely for the purpose of identifying a building, use of land or providing direction for travellers.

In order that vacant unused lands are properly maintained, municipalities should consider amending their official plans to provide, in accordance with Section 36 of The Planning Act, policies for property maintenance to preserve the rural character of the belt. Also required are supporting bylaws to ensure adequate property maintenance.

Municipal bylaws passed under the Ontario Heritage Act would preserve buildings and properties of historical, architectural and archeological value or interest.

It has been noted under the heading of Public Open Space Objectives and Policies in this rationale that preservation of woodlands is an aspect of this Plan. However, there are only limited means available to accomplish this. Where wooded land is part of the area to be acquired for public open space, such acquisition may be undertaken in time to prevent cutting down the trees, but where land is not to be acquired the power to regulate tree cutting is not very effective.

The Trees Act can be of some use. However, there are so many and such important exceptions to the possible control and the means of enforcement are so inadequate that it cannot be expected that implementation of the tree preservation provision of the Plan will be a very successful undertaking. A review of the matter leading to better legislation would be needed to ensure effective action to preserve trees.

## **The Kinds of Uses Permitted in the Complementary Use Area**

The Complementary Use Area serves chiefly to assist the Parkway Belt purposes of separating and marking the edges of urban areas with a belt of open land. This purpose does not require that land be held exclusively by public authorities. Most of the Complementary Use Area is privately owned.

Most of this area is presently “open” in the sense of being covered to only a small degree by buildings and structures. It is intended to maintain this characteristic while

permitting some change in activities and land use. These changes will, however, have to be restricted to exclude activities and land use that are not compatible with Parkway Belt objectives. Thus, activities that generate a large employment of urban people and heavy traffic movements and that involve high coverage of land by buildings, structures, parking and loading facilities, materials storage, etc., should not be located in the Complementary Use Area.

It is difficult to develop standards which would clarify precisely both low-density and low-intensity uses within the Parkway Belt. Problems are encountered because of varying types of use and parcel size, location of parcels, location of buildings, topography, screening and buffering etc.

For example, the impact on the viewer of a building covering 10 percent of a 250-acre parcel is considerably more than that of a building covering 10 percent of a one-acre parcel. The situation regarding intensity is similar. When specific proposals are reviewed and when zoning bylaws and official plans are written, the width of the section of Parkway Belt under consideration, the specific objectives of the relevant link, and the overall Parkway Belt objectives must be taken into consideration to determine the permissible density and intensity.

There are, then, a rather limited number of land uses that are possible in this area. The major primary or natural resource development activity that is possible, already present and compatible with Parkway Belt objectives is agriculture. The latter is, therefore, the first use to be permitted and encouraged in the Complementary Use Area.

The restrictions noted above generally exclude the secondary economic activities of manufacturing, processing and construction. These tend to have high-intensity and high-density land use characteristics that are much more suitable for built-up areas than for open land.

Tertiary or service activities vary greatly in regard to their land use characteristics, but as they are oriented to people and as people are increasingly urban in location, these activities are primarily urban-oriented. Moreover, they tend to involve ever-enlarging physical facilities and equipment, which make them increasingly incompatible with an open space or rural location. An examination of possible service activities compatible with Parkway Belt objectives resulted in the provision that the most suitable non-public services are outdoor recreational services, both commercial or profit-oriented and institutional or service-oriented.

It is recognized that certain public services are essential to private activities and land ownership. Therefore, the permitted uses in the Complementary Use Area include such necessary local public uses as roads, utility facilities, works and storage yards.

The following is a clarification of the types of permitted uses and activities which are contemplated in part of Section 5.3.3 (a) of the Plan.

**(a) Agricultural**

Forage and sod crops; grain and feed crops; oil and seed crops; vegetables and row crops; dairy animals and dairy products; livestock for food production, in-



cluding beef cattle, sheep, swine, goats and rabbits; fruits of all kinds including grapes, nuts and berries; bees and apiary products; maple products; nursery, floral and greenhouse products; poultry and poultry products, including pheasant, quail and ducks raised for sale or eventual sale as a food product; fur animals; horses and ponies; tobacco; Christmas trees; woodlots and forest lands which are an integral part of a working farm; all other crops regulated under the Farm Products Marketing Act. These uses must be of low density and low intensity as defined in Section 1.4 of the Plan.

**(b) Institutional**

Re-forestation; fish hatchery; wildlife habitat; outdoor educational facility; viewing of natural and /or historic sites; botanical, zoological or aquatic garden; cemetery; park or outdoor recreation.

**(c) Commercial**

Dog kennel; riding stable; tent and/or trailer campground and all other outdoor sports and recreation activities. (Not to include large sports or recreation structures, particularly indoor structures such as arenas or stadiums).

Each activity and structure listed above would be subject to site specific assessment prior to approval. Not every listed activity or structure would be considered suitable in all sections of the Complementary Use Area. Once again, the width of the section of Parkway Belt under consideration, the specific objectives of the relevant link, and the overall Parkway Belt objectives must be taken into consideration when reviewing each proposal.

All other land use activities and structures are considered to be incompatible with the policies of the Plan and thus are not permitted to locate within the Complementary Use Area. However, other uses may be deemed not to conflict with the Plan by the Minister, pursuant to Section 9 (2) of The Ontario Planning and Development Act, 1973.

## **Policies Regarding Small Vacant Parcels of Land in the Complementary Use Area**

The designation of the Complementary Use Area in Parkway Belt West and the establishment of policies that will greatly restrict land development in this area have resulted in the need to deal with the small parcels of land legally existing as parcels but unused or unoccupied by buildings or structures on or before June 3, 1973. Residential, commercial, industrial or other urban-oriented uses were possible on at least some of these parcels under municipal zoning regulations prior to June 4, 1973. A number of possibilities were considered for the disposition of these parcels after the Parkway Belt West Plan is in effect.

One possibility would be to permit any use of the parcels that would have been permitted under the municipal zoning bylaws prior to June 4, 1973. However, these bylaws permitted many uses considered incompatible with the objectives of the Parkway Belt so that this action would negate the purposes of the Plan.

A second possibility would be a modification of the first. Any use permitted under the previous zoning bylaw would now be permitted but subject to more restrictive site controls. This was not considered to be a very effective alternative. In some instances permitted uses would not be improved by different siting arrangements and in others the parcels are too small to provide for setback or coverage requirements needed to ensure very low density development compatible with the Parkway Belt West objectives.

Another possibility considered was that the amended zoning bylaws that will implement the Plan might permit carefully specified uses on certain parcels in exceptional situations. Thus, for example, in certain locations where vacant parcels exist among small clusters of residences, the Plan and implementing zoning bylaws might allow for infilling, i.e. the building of houses on the remaining vacant parcels within a small residential cluster or settlement. Such "infilling" would not be intended to enlarge the built-up area. Permitted development would be at a very low density and the prevailing character of the area would be maintained through careful site controls. As another example, vacant parcels of land in some partially built-up industrial areas have been included in Parkway Belt West either because the industrial uses occupy a relatively small area surrounded by major linear facilities or because it is desirable to stress the general continuity of the Parkway Belt and avoid breaking it into segments. An allowance might be made for infilling, i.e. for the industrial use of the remaining vacant parcels within a specified area and, again, the permitted uses would be at a very low density to maintain the general character of Parkway Belt West.

A final possibility considered also involved specified uses under the amended zoning bylaws that will implement the Plan. Thus, for example, in certain locations where vacant parcels exist fronting on highways as defined in The Municipal Act and existing on or before June 3, 1973, the Plan and implementing zoning bylaws might allow one single-family dwelling to be constructed on each vacant parcel described above and the prevailing character of the area would be maintained through careful site controls.

It may be noted, too, that the effect of the Plan on vacant parcels will depend upon the precise definitions of uses and provisions for minimum lot size that will be permitted by the amended zoning bylaws that are approved in conformity with the Plan.

The controlled use of some of the vacant parcels in question through limited zoning regulations was considered feasible and fair and the Plan provides for such action.



**V**

**RATIONALE: DESIGN OF LINKS OF  
PARKWAY BELT WEST**

# 1. Escarpment Link

## Location

The general location of the Escarpment Link was first identified in the Ontario government's policy statement, *Design for Development: the Toronto-Centred Region*, (May 1970). The location was confirmed in *Design for Development: A Status Report on the Toronto-Centred Region* (August 1971). Subsequently, a more detailed location was announced June 4, 1973 in the policy publication, *Development Planning in Ontario: The Parkway Belt West* and this is confirmed in the Parkway Belt West Plan.

The Escarpment Link was to serve as a strong, identifiable western anchor of the Parkway Belt System as well as a separator of the urban areas of Hamilton-Dundas from Burlington, and Burlington from the Milton West Future Urban Area. The main factors affecting the location were the need to preserve the face, slopes and tableland on top of the Niagara Escarpment and the need to include the existing and proposed Highway 403, Ontario Hydro electric power facilities, CNR and CP Rail lines.

## Width

The width of the link varies from one section to another because of: the desire to include both the face of the Niagara Escarpment and Cootes Paradise; constraints posed by the advanced stage of development and planning in the Burlington Urban Area; and desire to include proposed Highway 403 north of Highway 5.

For purposes of description the link is divided into three sections as follows.

### (a) Dundas to Burlington Transformer Station

The relatively undeveloped character of the attractive Niagara Escarpment slope makes it possible to include it in a three-mile-wide link. At the Hamilton-Dundas end, the wide link includes the low-lying Cootes Paradise area and extends to the Hamilton Harbour Commission waterlots. Numerous tree stands and deeply-incised watercourses running down the slope, particularly Grindstone Creek, are included. East of Grindstone Creek to the Burlington Transformer Station, the CNR right-of-way forms the southern boundary.

### (b) Burlington Transformer Station to Brant Street

Where the Niagara Escarpment turns northward in Burlington, the link narrows down greatly to avoid the future Burlington Urban Area. Only the tableland on top, the face and the upper slope of the escarpment are in this section of the link. An existing gas pipeline and telephone cable line form the link's southern boundary.

### (c) Brant Street to Burlington-Oakville Municipal Boundary

At Brant Street and Highway 5, the link widens out to include much of the escarpment slope and tree stands south of Number 1 Side Road. The proposed Highway 403 north of Highway 5 provides the approximate southern limit of the

link. At Bronte Creek the link widens out to Highway 5 to connect with the Burlington-Oakville Mini-belt.

One objective is to minimize the number of transportation routes crossing the link in order to help achieve Parkway Belt objectives. This should not be interpreted as precluding all crossings, but rather as a control. The specific Plan policies spell out the nature of this control.

The number and capacity of transportation routes crossing the link will be determined by the appropriate agencies through regional and local official plans and keeping in mind the basic Toronto-Centred Region concept and the above objective.

## **Edge**

Some parts of the Escarpment Link provide recognizable boundaries or edges to the Parkway Belt. Others, not so identifiable, are, nevertheless, important in protecting the link's many attractive natural features.

### **(a) Northern Edge**

From Dundas eastward, the northern edge follows the Royal Botanical Gardens property to Sydenham Road. Near Borer's Falls, the edge is 300 feet west of Sydenham Road to prevent construction of buildings that could detract from the scenic beauty of the gorge. Just north of Sydenham Road and Rock Chapel Road the edge of the Parkway Belt follows the face of the escarpment and approximately 300 feet back from it. The 300-foot setback:

- (i) prevents construction damage to the escarpment face
- (ii) maintains an unmarred escarpment line when viewed from below
- (iii) permits viewpoints at the edge of the escarpment
- (iv) permits public access to the escarpment along its length
- (v) accommodates recreation facilities that cannot be located on the escarpment slope.

In Waterdown, existing and approved residential development precludes the 300-foot setback from the escarpment face. East of Waterdown the link boundary follows Mountain Brow Road and the edge of tree stands to the Flamborough-Burlington municipal line.

As the escarpment turns northward, the Parkway Belt edge does likewise at a distance of 300 feet from the face or around existing tree stands, whichever is a greater distance. At Cedar Springs Road, the boundary cuts into the treed area in order to exclude the Highview residential subdivision.

At the intersection of the escarpment and Number 1 Side Road, the link edge changes direction to follow this road to the Burlington-Oakville municipal line.

Thus, most of the attractive tree stands and watercourses on the slope will be protected inside the Parkway Belt.

**(b) Hamilton-Dundas Edge**

The Parkway Belt edge extends west of Hopkins Creek from the CNR Dundas rail line to the re-aligned York Road and Highway 102 in Dundas. The edge delineates the eastern limit of residential development in Dundas, thereby protecting the Hopkins Creek watercourse and the Cootes Paradise area from urban encroachment.

South of Highway 102, the Ontario Hydro electric transmission lines (Dundas to Mount Hope lines) form the link edge as far as the south top of the Spencer Creek valley and around mostly unbuilt land owned by McMaster University and around Churchill Field to Highway 403 and King Street in Hamilton. This edge delineates the eastern limit of residential development in Hamilton, thereby protecting the Cootes Paradise area from urban encroachment.

From Highway 403 and King Street, the link edge follows the Toronto, Hamilton and Buffalo rail line, Hamilton Cemetery and Dundurn Park to the Hamilton Harbour Commission waterlots.

**(c) Southern Edge**

The Parkway Belt edge extends from Carroll's Point in Hamilton Harbour around Woodland Cemetery, Royal Botanical Gardens and Hidden Valley Park. From Hidden Valley Park it goes along Grindstone Creek valley and the CNR line to the Ontario Hydro Burlington Transformer Station at the Queen Elizabeth Way-Highway 403 interchange. All these edges clearly delineate the bottom of the escarpment in that part of Burlington.

From the Burlington Transformer Station the link edge follows the electric transmission line and a line extended from it to an underground water reservoir near Kerns Road. Then along an existing gas pipeline and telephone cable line to Brant Street. Although much of the escarpment slope is outside the Parkway Belt in this area, this edge is intended to protect the remaining upper escarpment slope from urban development.

From Brant Street east to the intersection of Highway 5 and the future Highway 403, the edge is 200 feet south of Highway 5 in order to accommodate future widening of Highway 5 and a future utilities strip.

Except for the Bronte Creek crossing area, the edge is 100 feet (for future utilities strip) south of Highway 403 from the Highway 5-Highway 403 interchange to the Burlington-Oakville municipal line.

At Bronte Creek the edge of the widened Parkway Belt that extends to Highway 5 is set back approximately 300 feet from the top-of-valley to:

- (i) ensure that urban development does not overpower the sides of the attractive valleys when viewed from the valley floor



- (ii) prevent damage to the valley rims through construction of buildings close to the valleys
- (iii) provide space for recreational trails
- (iv) provide space for other recreational facilities that cannot be located in the valley (e.g. tennis courts, parking areas)
- (v) secure public access to all parts of the valley.

## **Transportation, Communication and Utility Corridor**

### **(a) Internal**

A broad transportation, communication and utility corridor lies along the Niagara Escarpment slope in the western part of the link. Existing linear facilities in the corridor are far enough apart not to require any special buffering in between.

East of the Burlington Transformer Station, there is no corridor as such in the Parkway Belt. The existing electric transmission lines and the future Highway 403 pass through the Burlington Urban Area. Only the future utilities strip remains inside the link.

At Bronte Creek, all existing and future linear facilities converge to once again form a corridor within the Parkway Belt.

### **(b) External**

Three future corridors connecting the Parkway Belt system to southwestern Ontario and to the Niagara Peninsula are located along existing linear facilities at the western end of the system at:

- (i) the CNR line in Dundas
- (ii) Ontario Hydro right-of-way in Hamilton
- (iii) Highway 403 in Hamilton.

Another linear facilities corridor extends eastward from the Highway 403-Queen Elizabeth Way interchange to connect the Parkway Belt, southwestern Ontario and the Niagara Peninsula to the lakeshore tier of urban areas.

## **Highways**

### **(a) Highways 403 and 5**

Highway 403 is the major road in the Escarpment Link. It connects southwestern Ontario to Central Ontario. Highway 403, when completed, will connect the Hamilton-Dundas Urban Area to the second-tier urban areas of Milton West, Milton East and Mississauga Northwest, as well as provide an alternative to the Queen Elizabeth Way to carry traffic into and out of Metropolitan Toronto.

At this writing, the completed portion of Highway 403 between Hamilton and the Queen Elizabeth Way interchange in Burlington is inside the Escarpment Link. However, the future extension of Highway 403 to Highway 5 will be through the Burlington Urban Area outside the Parkway Belt due to the constraints of advanced planning and development in Burlington prior to the Parkway Belt design. North of Highway 5, Highway 403 is once again inside the Parkway Belt. Together with the future utilities strip, Highway 403 forms the southern edge of the link.

From the Highway 403-Highway 5 interchange westward, Highway 5 provides provincial highway access inside the Parkway Belt to the Niagara Escarpment Public Open Space Area.

#### **(b) Scenic Roads**

Existing roads in the Escarpment Link provide many opportunities for pleasure driving as well as access to recreation areas and to lookout points. If additional scenic roads are contemplated, consideration must first be given to preserving the natural character of the Niagara Escarpment slope.

Sydenham Road, Rock Chapel Road and Patterson Road provide access to existing recreation areas and lookout points at the Royal Botanical Gardens lands along the escarpment face and at Borer's Falls. Snake Road, Waterdown Road and Mountain Brow Road provide access to the historic area of Waterdown. Mountain Brow Road also gives access to a potential recreation area with lookout points on the escarpment east of Waterdown. King Road and Kerns Road in Burlington provide access to potential recreation areas in the clay pit area and in an abandoned quarry area respectively.

### **Inter-Urban Transit**

Provision is made for inter-urban rapid transit in the Parkway Belt to connect Hamilton and Toronto, the intervening northern-tier urban areas and for an extension of Toronto-Hamilton transit to the Haldimand-Norfolk area.

From Hamilton to the Burlington activity centre two alternative transit routes are provided inside the Escarpment Link, one adjacent to or on the CNR right-of-way and another adjacent to the Highway 403 right-of-way.

East of the Burlington Transformer Station, the inter-urban transit alternatives are outside the Parkway Belt as far as Bronte Creek north of Highway 5. The three alternative routes are:

- (a) adjacent to or on the CNR Milton line right-of-way
- (b) on the Ontario Hydro right-of-way
- (c) within the Highway 403 right-of-way.

The third alternative is less acceptable than the other two because it bypasses the Burlington activity centre. However, the future transit mode and its right-of-way requirement will influence the final route selection.

East of Bronte Creek to the Burlington-Oakville municipal boundary line, the transit right-of-way is inside the Escarpment Link and adjacent to the north side of the Ontario Hydro right-of-way.

## **Utilities**

### **(a) Electric Power Facilities**

The wide western portion of the Escarpment Link contains several existing Ontario Hydro electric transmission lines (the Burlington-Dundas line, the Mount Hope line and the Burlington-Guelph line) and the Burlington and Dundas transformer stations. The eastern end of the link contains the existing Richview-Burlington electric transmission line.

### **(b) Pipelines and Telephone Lines**

The wide western portion of the Escarpment Link contains a gas pipeline along the upper escarpment slope, oil and gas pipelines crossing the link and an above-ground telephone cable that extends into the narrow middle portion of the link and northward along the upper slope.

In the narrow middle portion of the link, the gas pipeline and telephone line form the boundary line along the escarpment slope.

### **(c) Future Utilities Strip**

A 100-foot-wide strip of land for future utilities (e.g., pipeline, telephone cable) is provided the entire length of the link. In the eastern portion of the link the future utilities strip is located adjacent to the south side of future Highway 403. Moving westward, the strip is parallel to and 100 feet south of existing Highway 5, thereby leaving enough room for future highway widening. The future utilities strip, thus, has the dual effect of providing a limited buffer between Highway 5 and residential development to the south as well as preventing strip development along the urban side of the highway between Highway 403 and the upper slope of the Niagara Escarpment.

The future utilities strip then follows the north side of the existing telephone trunk line and then the Ontario Hydro Burlington-Dundas line. Near Dundas the strip splits, one branch following the electric transmission line to become part of the transportation, communication and utility corridor to the Niagara Peninsula. The second follows the CNR line in Dundas to become part of the transportation, communication and utility corridor to southwestern Ontario.

## **Permitted Uses**

### **(a) Agricultural Use**

The general policy of the Parkway Belt permits a number of uses as described in Section 5.3.3 (a) of the Plan. However, the policy described in Section 6.1.3 (g)

permits only agricultural, existing and necessary local public uses in one of the Complementary Use Areas in the link.

The effect, therefore, for this Complementary Use Area (which lies in the eastern end of the link east of Bronte Creek), is to support agriculture similar to the adjoining Southern Link in Oakville.

One Parkway Belt objective in this area is to separate the Milton West Future Urban Area on the north side of the Parkway Belt from the Oakville Urban Area to the south. Agriculture is the best use to maintain the open space character necessary for successful separation of urban areas.

Urban development of Milton West and the northwestern part of Oakville is not expected for many years. As a result, all possible steps should be taken to encourage the continued agricultural use of the lands in this area – including both future urban areas and the Parkway Belt.

To achieve continued agricultural use in a Complementary Use Area, it is essential that certain controls be imposed. The Parkway Belt West Plan establishes the necessary elementary controls (i.e. limitation of use principally to agriculture). These are required because:

- (i) In terms of land value, agriculture cannot compete with most other uses. Therefore, to encourage the continued agricultural use of high-quality soils, other uses must be prevented from competing for these lands.
- (ii) Non-agricultural uses mixed with agricultural use tend to conflict with the noise and odour of agricultural operations in addition to creating certain physical conflicts with farm operations. Consequently, non-agricultural uses must be minimized in order to ensure a maximum of agricultural opportunity.

Several uses beyond agriculture as described in Section 5.3.3 (a) of the Plan are permitted in the western portion of the link along the escarpment slope because:

- (i) generally, the land is not good agricultural soil
- (ii) the land ownership pattern is fragmented and irregular
- (iii) the many residences scattered along the roads add to the difficulty of assembling land into viable farm units.

#### **(b) Residential Use**

Major new residential development inside the Parkway Belt is generally incompatible with the provincial objective of separating two urban areas by open space. Even extremely low-density residential development can give an impression of continuous urban development and thus prevent the achievement of the objectives of separation of urban areas.



However, in order to reduce hardship on the owners of existing small vacant lots\*, some of these lots may be developed as set out in Section 5.3.3 (a) (v) of the Parkway Belt West Plan.

In order to identify vacant lots, ownership maps for the Escarpment Link were compared to aerial photographs of the landscape and it was found there was a number of existing vacant lots. As a result a single-family house is permitted on some vacant lots existing on or before June 3, 1973. Several additional houses would not severely diminish the open space character of the Parkway Belt.

In addition, single-family houses at a maximum density of one dwelling unit per 25 acres are permitted in most of the Complementary Use Area in the western portion of the Escarpment Link as set out in Section 6.1.3 (h) of the Parkway Belt West Plan. To maintain the rural, open character of the escarpment, the houses are required to meet the conditions set out in Section 6.1.3 (f) of the Plan.

### **(c) Industrial Use**

New industrial development inside the Parkway Belt West is generally incompatible with Parkway Belt objectives. However, low-density and low-intensity industrial use on an infilling basis is permitted in two Complementary Use Areas in the western portion of the Escarpment Link, specifically in the two existing industrial areas adjacent to Highway 403. Residential Development will be permitted according to criteria set out in Section 5.3.3 (a) (v) of the Plan so as to minimize the impact on the escarpment's natural features and on the view of the escarpment by motorists using Highway 403.

## **Encouragement of Public and Private Open Space**

The unique circumstance of a variety of special natural features close to each other demands encouragement of public and private open space areas in the Escarpment Link.

There are many existing public open space areas and a number of private open space uses within the link. In addition to a large acreage of land proposed to be acquired for future public open space areas, continued and increased operation of private uses are encouraged.

For instance, the Hamilton Harbour waterlots near Cootes Paradise are to remain as an open space water area in order to:

- (a) minimize possible ecological damage to Hamilton Harbour and Cootes Paradise by reducing the scale of land fill operations in the entire harbour area

\*Registered Plan Nos. 701, 651, 604 (Bridgeview Survey) have been deemed not to be registered plans for purposes of subdivision control. In most cases, several contiguous lots were purchased by one owner. As specified in the Plan, a number of contiguous lots in single ownership in the areas covered by these plans is considered to be a single vacant lot.

- (b) preserve existing water-oriented recreational opportunities
- (c) preserve the aesthetic appeal of an open space water area for viewers from such places as Dundurn Castle
- (d) provide better separation between the Hamilton and Burlington urban areas. Psychologically, the separating effect of water seems greater than that achieved using a similar expanse of undeveloped land which could result if the waterlots were filled and developed as parkland.

## **Acquisition of Public Open Space**

The areas proposed for acquisition for public open space are located along the face of the Niagara Escarpment and along the major creek valleys. Although the face and all of the escarpment slope and the tableland on top are worthy of protection, the areas proposed for acquisition are considered to be critical because of their scenic natural features, or their park and recreation capability, or their importance to a regional recreational trail system, or a combination of these assets.

Section 5.1.1 (a) of the Plan allows some private uses to remain as such within the public open space areas. This policy, when applied to the Escarpment Link, means that some existing residences in the proposed public open space areas may or may not be acquired. This will depend upon future detailed design of these areas.

### **(a) Slopes, Face and Tableland on Top of Niagara Escarpment**

As shown in Map No. 2 of the Parkway Belt West Plan, the proposed acquisition area between Sydenham Road in the Township of Flamborough and Number 1 Side Road in Burlington varies in dimension due to the topography, vegetation and the existing built-up areas.

Wherever possible, a maximum 300-foot setback from the escarpment face is provided on top. Between the built-up area at Waterdown and Kerns Road the setback is much greater due to the area's forested character that provides excellent opportunities for recreation (hiking, picnicking, nature study, scenic viewing).

The acquisition area includes the abandoned quarries at the escarpment face east of Highway 6 in Flamborough and off Kerns Road in Burlington. They provide very good sites for the development of facilities associated with the trail system, e.g. staging area, rest area.

### **(b) Hopkins Creek Valley**

The area proposed for acquisition provides a land bridge between Royal Botanical Gardens facilities in the Cootes Paradise area and those along the top, face and upper slope of the Niagara Escarpment and Borer's Falls Conservation Area.

The land is enhanced by forest cover and a watercourse.

**(c) Grindstone Creek Valley**

The area along Grindstone Creek proposed for acquisition provides another linkage between the Royal Botanical Gardens south of Highway 403 and the top of the Niagara Escarpment at Waterdown. Through acquisition, this deeply-incised, attractive, tree-covered valley is preserved for public enjoyment.

**(d) Bronte Creek Valley**

Acquisition along Bronte Creek provides a continuation of public open space northward from Bronte Creek Provincial Park. Part of the area to be acquired is tableland for recreation use and for public access to the scenic valley.

The clay pit adjacent to the valley is proposed for acquisition after it has been "worked out" and rehabilitated by its present owner. Its proximity to highways and transit make it an excellent staging area site for the Bronte Creek trail and for a park.

## **Trails and Open Space Linkage**

A recreational open space and trails system developed by the Ontario Ministry of Natural Resources is the basis for trails inside Parkway Belt West. This system covers areas beyond the Parkway Belt System and includes river valleys, the Lake Ontario shoreline, the Niagara Escarpment and the Oak Ridges Moraine.

A primary function of many Parkway Belt trails is to provide east-west connections between the predominantly north-south river and creek valleys. However, the main purpose for Escarpment Link trails is to provide both access to and opportunities to view the many scenic features along the Niagara Escarpment.

Some trails exist and some are to be located along the top or upper slope of the escarpment in the area to be acquired for public open space. Others will be found in valley lands to be publicly acquired along Hopkins, Grindstone and Bronte creeks. Trails along Hopkins Creek and Grindstone Creek connect the top of the escarpment to the Royal Botanical Gardens - Cootes Paradise area.

In addition, the northern edge of the link in Burlington along Number 1 Side Road provides a linkage between Niagara Escarpment trails and the Bronte Creek trail.

## **Natural Features**

Nowhere in the Toronto region are there so many diverse, attractive natural features as in the Escarpment Link. Consequently, their preservation is a primary objective in the link. This is to be achieved by:

- (a) public acquisition of the most attractive areas such as creek valleys, the face and upper slope of the escarpment and the tableland on top

- (b) provincial and municipal policies to encourage the continued operation of public and private open space uses and the development of new ones
- (c) stringent provincial and municipal control on the use of privately-owned land so as to protect the open, wooded character of the face and slope of the escarpment and the tableland on top.



## 2. Southern Link

### Location

According to the Ontario government policy statement, *Design for Development: The Toronto-Centred Region* (May 1970), the Southern Link of Parkway Belt West is conceptually located between the urban areas of Oakville and Mississauga on the south and the second-tier urban areas of Milton West, Milton East and Mississauga Northwest on the north.

The same general location was confirmed in the government's *Design for Development: A Status Report on the Toronto-Centred Region* (August 1971). A more detailed location for the link was announced by the government on June 4, 1973 in the policy publication, *Development Planning in Ontario: The Parkway Belt West* and this is confirmed in the Parkway Belt West Plan.

The following factors greatly affected the detailed location:

- (a) desire to include as many linear facilities as possible including the approximately 275-foot-wide Ontario Hydro Richview-Burlington right-of-way, the underground oil pipeline located on or beside the right-of-way, projected Highway 403 and its easterly extension in the form of a controlled-access arterial road on 500- and 200-foot-wide rights-of-way respectively
- (b) constraints of well-advanced development and planning in Mississauga
- (c) constraints of provincially-approved municipal official plans and zoning bylaws approved prior to the announcement of the Toronto-Centred Region concept on which the Parkway Belt is based
- (d) desire for a variety of sizes of urban areas (partly defined by the Southern Link) to permit planners to design urban entities with appropriate regional roles
- (e) availability for inclusion of attractive natural features (the valleys of Oakville Creek, East Oakville Creek, Mullett Creek, Credit River and Etobicoke Creek) to help fulfill the need for public open space
- (f) availability for inclusion of wooded areas to serve as a buffer between individual facilities within the Parkway Belt and enhance the value of the Southern Link as a separator between urban areas
- (g) availability for inclusion of a private park in the Credit River valley and Centennial Park in Etobicoke to help fulfill the open space goal
- (h) presence of the evolving Mississauga Centre and the Toronto International Airport as two regionally significant activity centres that require access to regional transportation routes (highway and inter-urban transit) that can be contained within Parkway Belt West.

## **Width**

The width of the Parkway Belt in general varies substantially from section to section depending on its function. Generally, it is wide where it separates two urban areas and narrow where it serves as a cap to urban development proposed on one side only.

These factors affect the width of the Southern Link as do constraints caused by well-advanced planning and development in Mississauga carried out prior to the Ontario government announcement of the Toronto-Centred Region concept.

One objective for the link west of the Credit River is to separate the lakeshore urban areas of Oakville and Mississauga on the south from the second-tier urban areas of Milton West, Milton East and Mississauga Northwest on the north.

One aim for the section between the Credit River and the Airport Mini-belt is to delineate the northern limit of the Mississauga Urban Area. The narrowness of the belt there is not a handicap because, according to the Toronto-Centred Region concept, the area to the north is to remain undeveloped. Therefore, there is no need for a wide belt to separate the urban area from what is to remain a rural area. A number of tightly-packed linear facilities are an adequate cap to the Mississauga Urban Area.

Although sufficient width might be provided between two urban areas in order to achieve the desired separation, the community identities could be diminished by numerous transportation routes crossing the link. Therefore, one objective is to minimize the number of transportation routes crossing the link in order to help achieve Parkway Belt objectives. This should not be interpreted as precluding all crossings, but rather as a control. The specific policies spell out the nature of this control.

The number and capacity of transportation routes crossing the link will be determined by the appropriate agencies through regional and local official plans and keeping in mind the basic Toronto-Centred Region concept and the above objective.

East of Cawthra Road, the objective is neither to separate two urban areas nor to delineate a limit of one urban area. Existing and planned industrial development north of the link pre-dating the Parkway Belt West Plan is considered a part of the Mississauga Urban Area rather than a separate urban entity. Thus, neither separation nor capping is a Parkway Belt requirement. As a result, this section of the link becomes only a transportation, communication and utility corridor. The objective of minimizing the number of transportation routes crossing the Parkway Belt is therefore not applicable in this location.

Further east the belt widens substantially, not in order to separate two urban areas, but rather to include Centennial Park as public open space, to provide an addition to the park and to provide transportation alternatives.

## **Edge**

The provision of a visible limit to urban development is necessary to help achieve the community identification goal. To provide such visible boundaries, the Parkway Belt

as a whole is designed with a linear facility along its fringe wherever possible. A visible natural feature like the rim of a river valley sometimes performs the same function.

In many locations, the Parkway Belt edge does not follow such visible limits. Instead the edge is drawn to fulfill other objectives, e.g. to force setback of structures from an attractive valley, provide a buffer between an urban area and a noise-generating facility. A line drawn on these grounds becomes a visible limit when development occurs.

In order to provide an obvious physical boundary for neighboring urban areas, most edges of the Southern Link are formed by a visible linear facility. Such a hard edge restricts the freedom of movement across the Parkway Belt, thus helping contain various activities within the community partly defined by the Southern Link.

Following is a description of the edges of the Southern Link as they affect the adjoining urban areas.

**(a) Oakville Urban Area**

West of the Oakville-Mississauga Mini-belt, the Southern Link edge is Highway 403, a highly visible and clearly defined limit to the Oakville Urban Area.

**(b) Mississauga Urban Area**

The Parkway Belt edge for the Mississauga Urban Area is mostly a visible and clearly defined line.

From west to east it follows first the edge of a 100-foot buffer strip proposed by the developer to the south. West of Mississauga Road most of the Parkway Belt limit is the top of the Mullett Creek and Credit River valleys.

The Credit River - Mullett Creek Public Open Space Area is open-ended on the south side towards the open space setting of the Erindale College Campus and the existing conservation area.

Further east the Parkway Belt edge follows the Erindale Woodlands built-up area, Burnhamthorpe Road, CP Rail Galt Subdivision line and the inter-urban transit right-of-way.

Close to Etobicoke Creek the Parkway Belt edge follows the possible Rathburn Road extension into the arterial road or a possible inter-urban transit route towards Metropolitan Toronto in the same location.

**(c) Metropolitan Toronto (Etobicoke) Urban Area**

The Parkway Belt edge in Etobicoke is visible and clearly defined for its entire length.

From west to east the southern limit of the link follows Rathburn Road, the eastern boundary of Centennial Park and then the Richview-Burlington electric transmission line.

**(d) Milton West Future Urban Area, Milton East Future Urban Area, Mississauga Northwest Urban Area**

All these urban areas have the proposed inter-urban transit right-of-way as a visible and clearly defined limit of the Parkway Belt.

If the activity centres of the proposed urban areas are some distance from the Parkway Belt in this sector, inter-urban transit lines could leave the Parkway Belt to swing in and out of each activity centre. The Richview-Burlington transmission line then becomes the edge.

Besides the foregoing edges, the edge, as it affects the Mississauga Northwest Urban Area, is Mississauga Road, a boundary of a private park and the top of the Credit River valley, all of them clearly defined and visible.

At this location the Credit River - Mullett Creek Public Open Space Area is opened in order to connect to the remainder of the Credit River valley.

East of the Credit River there is no need for the northern Parkway Belt boundary to provide a limit to urban development because the area to the north is to remain undeveloped under the Toronto-Centred Region concept. Similarly, east of the Airport Mini-belt there is no need to provide a limit to the Mississauga Industrial Area to the north because it is considered part of the Mississauga Urban Area.

## **Transportation, Communication and Utility Corridor**

The eastern terminus of the Southern Link is at the inter-change of Highway 401 and Highway 427. Provision is made for the extension of transportation, communication and utility facilities beyond the Southern Link eastward into Metropolitan Toronto. Thus, the proposed controlled-access arterial road would join future Highway 403 to Eglinton Avenue which leads to the Metropolitan Toronto activity centres. Inter-urban transit would continue east towards downtown Toronto and north towards the Toronto International Airport. Future utilities might continue east on the Ontario Hydro right-of-way or on the former Richview Expressway right-of-way.

The transportation, communication and utility corridor inside this link contains the following facilities:

- (a) existing Richview-Burlington electric transmission line
- (b) existing oil pipeline located mostly on the Ontario Hydro right-of-way
- (c) proposed Highway 403
- (d) proposed easterly extension of Highway 403 as a controlled-access arterial road
- (e) proposed inter-urban transit
- (f) proposed future utilities strip
- (g) proposed trails.



Some visual buffering among these facilities is necessary in order to diminish the utility corridor atmosphere for the users of the facilities.

Thus, buffering should be provided between the existing electric transmission lines and future Highway 403 by planting clumps of trees along the edges of both rights-of-way. The same should be done for that section of the Southern Link where the inter-urban transit route parallels the electric transmission line.

The most extensive buffering should be provided along the various trails located in this link as well as between these trails and other facilities. Detailed design for buffering should be done before the various facilities are installed.

## **Highways**

Provincial highways are a major component of the Parkway Belt System as a whole. Provision is made in all links for provincially or regionally significant roads.

In the Southern Link, a route is provided for Highway 403, a major thoroughfare that will someday connect southwestern Ontario to the Toronto-Centred Region. In the link, future 403 runs from its western end to Cawthra Road where it turns northwards into the Airport Mini-belt. Highway 403 is to provide access to the activity centres in Milton West, Milton East, Mississauga Northwest and Mississauga as well as to their adjacent urban areas.

At Cawthra Road, Highway 403 turns northwards toward Highway 401. Its easterly extension inside this link is the proposed controlled-access arterial road that links Highway 403 to Eglinton Avenue at Renforth Drive. Although provision is made for a 200-foot-wide right-of-way for the arterial road, its eventual capacity will be determined by the future capacity of Eglinton Avenue in Etobicoke.

Provision is also made inside the Parkway Belt to connect the arterial road to Highway 427 south of Centennial Park via Rathburn Road. This is an alternative to the municipal plan for a 5.5-mile Rathburn Road extension through the Mississauga Urban Area. Traffic destined beyond this urban area could be directed to the arterial road and the regional highway system while local traffic could use Rathburn Road.

The Parkway Belt West Plan map for the Southern Link shows only freeway-to-freeway interchange requirements. In fact numerous interchanges between Highway 403 and major local roads will be required and constructed although not shown on Map 3 of the Plan. Their purpose is to give adequate regional access to the adjacent urban areas as well as to the public open space areas inside the Southern Link. In addition to the basic rights-of-way, additional land will be required for unspecified interchanges, transfer lanes and creation of slopes on the adjacent terrain.

## **Inter-Urban Transit**

Proposed inter-urban transit in the Parkway Belt serves to connect Hamilton and Toronto as well as the intervening northern-tier urban areas. Provision is also made for an extension to the proposed urban area in the Haldimand-Norfolk region.

From the western end of the link at the Burlington-Oakville municipal boundary line to the Credit River, the transit right-of-way is adjacent to the north side of the Richview-Burlington electric transmission line in order to serve the activity centres of Milton West, Milton East and Mississauga Northwest located north of the link.

At the Credit River the transit right-of-way crosses to the south side of Highway 403 in order to serve the activity centre of Mississauga located south of the link.

Also, at the Credit River another transit alternative enters the Parkway Belt – the CP Rail Galt Subdivision line from Toronto. Should the future inter-urban transit mode be rail or a mode compatible with a rail right-of-way, this line provides direct access to midtown and downtown Toronto. However, a major disadvantage is that it does not link the Mississauga activity centre and Toronto International Airport to the system serving Hamilton, Milton West, Milton East, Mississauga Northwest and Toronto.

Co-ordinated design of Highway 403, inter-urban transit and future utilities where they cross the Credit River valley will ensure that construction of any one crossing does not preclude subsequent possible alternative crossings of other facilities.

East of the Mississauga activity centre the transit right-of-way continues south of the proposed arterial road past Centennial Park in Etobicoke to the triangular-shaped transit junction south of Highway 401 and west of Renforth Drive. From there one transit right-of-way parallels the Airport Expressway to the airport. Another follows the right-of-way reserved for the former Richview Expressway to the combined CNR-CP Rail rights-of-way near Weston that leads to downtown Toronto.

A provision is made for an additional alternative route along the southern edge of this link and Rathburn Road towards downtown Toronto. However, viability of this route depends on the transit solution inside Metropolitan Toronto.

## Location of Transit within Parkway Belt

As mentioned previously, a transit right-of-way is provided along the northern edge of the link west of the Credit River and along the southern edge east of the river. The reasons for a separate transit right-of-way rather than one in the median strip of Highway 403 are as follows:

*Transit Line* (i) There is greater flexibility in diverting the line from a separate right-of-way into the activity centres of the urban areas (e.g. transit right-of-way on north side of Parkway Belt adjacent to Milton West, Milton East and Mississauga Northwest; on south side adjacent to Mississauga).

Diverting the transit line from a highway median strip under or above adjacent roadways and across the Parkway Belt is more difficult and expensive.

(ii) Generally there is a greater buffer distance between the traffic lanes and the transit line on a separate right-of-way.

Generally, there is a smaller buffer distance between the traffic lanes and the transit line on a median strip.

*Station*

- (i) There is maximum flexibility in station location and configuration with a separate right-of-way.

With transit in the median strip, station location is limited to highway interchanges, under or overpasses. Stations will be restricted to a linear configuration in the median.

- (ii) The station located in an urban area stimulates and encourages the desired development of uses necessary for an urban activity centre.

With transit in the median strip, the effective use of nearby land is reduced by the highway and width of the Parkway Belt.

*Accessibility to Station*

- (i) Transit patronage is always greatest from areas closest to stations. Surveys on the existing GO-Transit rail commuter line have shown the highest ratio of riders to population to be in the ten-minute walk zone (approximately one-half mile) around each station.

There is excellent pedestrian access to a station located at the activity centre of an urban area. Even if the station is located at the edge of an urban area, pedestrian access remains excellent within an 180-degree arc of the station.

Pedestrian access to a station in the highway median is poor due to increased distance between station and edge of urban area. Distances from potential median station sites to edge of urban areas vary from approximately 300 feet in Mississauga to 4,000 feet in Milton West.

- (ii) Access by automobile and bus to the station in an urban area is good. Approach roads are possible from any direction.

With a transit station in the highway median strip, vehicular access to the station is limited to a single local arterial road.

- (iii) Automobile parking at the urban station is possible if provision is made in the design.

Providing parking space for a median strip transit station is further removed due to highway constraints.

- (iv) For the station in the urban area, there is maximum flexibility in arranging transfer facilities between inter-urban transit and local transit modes (e.g. train to bus). Modes may meet at the same level.

With a transit station in the median strip, transfer between modes is limited to a confined area where the local arterial road crosses the median strip. Modes cannot meet at the same level.

- Cost** (i) Generally, purchase costs of the separate transit right-of-way and construction costs are higher.

With transit in the median strip, local transit routes (e.g. bus) to station are longer and therefore, more expensive to operate. Thus, initial higher capital costs of separate inter-urban transit right-of-way are balanced by higher longterm operating costs of local transit connecting with inter-urban transit in the highway median strip.

## Utilities

This link contains the existing Richview-Burlington electric transmission line and three transformer stations, an existing oil pipeline on or adjacent to the Richview-Burlington right-of-way and a 100-foot-wide strip proposed for future utilities on the south side of the right-of-way.

The future utilities strip is wide enough to accommodate a number of linear utilities. If some are incompatible with each other, or if additional width is required, future utilities might be accommodated on the Ontario Hydro right-of-way and the Complementary Use Area.

The future utilities strip lies between Highway 403 or the arterial road and the Ontario Hydro right-of-way throughout the City of Mississauga. Its function is also to separate these two major facilities and to increase available space for visual screening by tree planting.

The future utilities strip stops at the eastern end of the Southern Link. From that point eastward utilities might continue into the Metropolitan Toronto Urban Area on the former Richview Expressway right-of-way or the Ontario Hydro Richview-Burlington and Finch rights-of-way.

## Permitted Uses

The general policy for the Parkway Belt permits a number of uses as described in Section 5.3.3 (a) of the Plan. However, the specific policy for the Southern Link described in Section 6.2.3 (j) supports agriculture by limiting uses beyond farming to local public and existing uses and some residential infilling in the two large Complementary Use Areas contained in this relatively narrow link. These Complementary Use Areas help achieve separation between urban areas. In order to maintain the open space character of the Complementary Use Areas, even limited commercial and institutional uses are not allowed. The number and size of structures associated with such uses would diminish the open space character of the areas.

### (a) Agricultural Use

The two large Complementary Use Areas located in the western portion of this link are proposed to stay in private ownership and primarily in agriculture as set out in Section 6.2.3 (j) of the Parkway Belt West Plan.



One Parkway Belt objective for this portion of the link is to provide separation between the Milton East and Milton West urban areas on the north side and the Oakville Urban Area on the south side. To obtain open space for separation, those agricultural uses requiring a limited number of supporting buildings are permitted.

Development of the Milton East and Milton West future urban areas is not expected in the near future. There is enough vacant land inside the Burlington, Oakville and Mississauga urban areas to accommodate short or even medium-term population projections. Therefore, the Milton East and Milton West future urban areas would remain in agricultural use for many years.

Land inside the Southern Link and the Burlington-Oakville Mini-belt together with the Milton West and Milton East future urban areas is considered a viable agricultural community due to its size and high soil quality.

However, when Highway 403 is constructed west of the Oakville-Mississauga Mini-belt, the ownership pattern of farms in the Southern Link will be disrupted. Furthermore, when the two urban areas start to develop and inter-urban transit is built, the two large Complementary Use Areas inside the Southern Link will be isolated from the viable agricultural community inside the Burlington-Oakville Mini-belt.

If it is realized at that time that the two large Complementary Use Areas inside the Southern Link could not be maintained in mainly agricultural uses, an amendment to the Plan could broaden a list of the permissible complementary uses. Such a list could include institutional or commercial uses or any other which would maintain the open space character of the areas as well as the agricultural use in order to achieve the desired separation between two urban areas. A golf course or a private park with a limited number of structures are examples of acceptable non-agricultural uses.

Consolidation of smaller parcels into bigger viable agricultural units may be another way to maintain the open space character of the Southern Link.

## **(b) Residential Use**

New residential development inside the Parkway Belt is generally incompatible with the provincial objective of separating two urban areas by open space. Even extremely low-density residential development can give an impression of continuous urban development and thus prevent the achievement of the objectives of separation of urban areas.

However, in order to reduce hardship on the owners of existing small vacant lots, some of these lots may be developed as set out in Section 5.3.3 (a) (v) of the Parkway Belt West Plan. Such development would occur only on lots facing on highways as defined in The Municipal Act and existing on or before June 3, 1973.

In order to identify vacant lots, ownership maps for the Southern Link were compared to recent aerial photographs. As a result one single-family house is per-

mitted on each of these vacant lots existing on or before June 3, 1973. Several additional houses there would not severely diminish the open space character of the Parkway Belt.

## **Encouragement of Public and Private Open Space**

The Southern Link contains one private park, in the Credit River - Mullett Creek Public Open Space Area, as a use complementary to the Parkway Belt in this location. In accordance with Section 5.1.1 (a), the park may remain as such for as long as it retains its present open space character without many associated structures.

Another existing complementary use is Centennial Park whose continuation and expansion is secured by the Parkway Belt West Plan.

Although the Plan strongly supports agricultural uses in the two large Complementary Use Areas, establishment of new public and private open space uses is envisaged in future as mentioned elsewhere in the design rationale of this link.

## **Acquisition of Public Open Space**

Three areas inside the Southern Link are proposed as public open space areas. As such, they are to be publicly acquired and developed for recreation use. Section 5.1.1 (a) of the Plan allows some existing private uses to remain as such within the public open space areas. This policy, when applied to the Southern Link means that some existing residences on small lots may or may not be acquired for the Oakville Creek - East Oakville Creek and Credit River - Mullett Creek public open space areas. This will depend upon future detailed design of the public open space areas. All three areas by themselves are not large enough to accommodate the recreation needs of the projected population of the surrounding urban areas. But they will be part of a broader regional open space system encompassing major river valleys, the Lake Ontario shoreline, Oak Ridges Moraine and the Niagara Escarpment. As such, they will serve as entrance points to this system and as "staging" areas where a user changes his mode of travelling, e.g. car to bicycle, transit to hiking, etc. Following is a description of each area.

### **(a) Oakville Creek - East Oakville Creek Public Open Space Area**

The first public open space is at the confluence of Oakville Creek and East Oakville Creek. The deep, beautiful and heavily-wooded creek valleys extending northwards into the Burlington-Oakville Mini-belt are the backbone of this public open space area. Their natural beauty will be preserved and made accessible for the public enjoyment.

Acquisition and guided development would mean public control of flood plain land, enhancing the sports fisheries policy of the Ontario Ministry of Natural Resources and providing a sizable forested area for recreational uses such as warm-water fishing, hiking, bicycling, wildlife viewing, etc.

Regional trails could be initiated from this area southwards along Oakville Creek

to the Lake Ontario shoreline and northwards along Oakville Creek and East Oakville Creek toward the Northern Link and the Niagara Escarpment.

**(b) Credit River - Mullett Creek Public Open Space Area**

The second public open space area is at the confluence of the Credit River and Mullett Creek. The Credit River valley is beautiful, deep and heavily wooded. Acquisition of this area and its guided development would ensure protection and control of the steep and erosion-prone banks. Additionally, it would help the process of rehabilitation of the Credit and its tributaries to accommodate salmon and trout.

Hiking and nature trails and canoe routes along the Credit River towards the Northern Link and Lake Ontario could be initiated from this public open space. It would also be a useful starting point for anglers. The forest cover provides a good habitat for small forms of wildlife. The steep banks are of great ecological interest because of the many visible layers of soil and rock.

Some tableland on both the eastern and western edges of this public open space area is proposed to be acquired, in order to:

- (i) provide space for recreational facilities that cannot be located in the valley (e.g. picnic areas, playing fields)
- (ii) secure public access to the valleys.

The following examples could be used as setback guidelines in conjunction with the policy set out in Section 6.2.3 (m) of the Plan which was established to remove development from the valley rims.

- (i) 150 feet for single-family or semi-detached development
- (ii) 200 feet for townhouse development
- (iii) 300 feet for other development.

These guidelines are outlined only as an indication of the type of protection required. There are, of course, other types of development which do not fall into the above categories, but must also be controlled.

There is also a considerable difference in height in the above categories which must be taken into account when municipal standards are developed. For example, a single family dwelling may exceed the height of some townhouse developments and a stacked townhouse development could conceivably exceed the height of a low-rise apartment. Therefore, the height of the development must be considered along with the type of development.

All other criteria usually applied by other agencies such as the conservation authorities or the Ministry of the Environment must also be considered in conjunction with the above guidelines.

The setback area above is not within the Parkway Belt design area, but is within the planning area. Therefore, the setback controls set out above should be incorporated into any official plan amendments, zoning bylaws and plans of subdivision.

**(c) Centennial Park - Etobicoke Creek Public Open Space Area**

The third public open space area is an addition to Centennial Park and includes the wooded Etobicoke Creek valley. This valley is not as scenically attractive as the two others incorporated. Moreover, it lies in the flight path of Toronto International Airport with an attendant high noise level. As a result, suitable recreational uses for this area could be those generating noise themselves, e.g. snowmobiles, motorbikes and dune buggies.

Some screening with trees and shrubs is necessary to make this area more scenically attractive. A good viewing area for people who enjoy watching airplanes could be provided here with adequate parking facilities.

From this area regional trails could be initiated along Etobicoke Creek north towards the Northern Link and south toward Lake Ontario.

All three of these public open space areas have high regional accessibility because of the provincial highway system and proposed inter-urban transit.

Interchanges on the proposed Highway 403 at or in the public open space areas would achieve this accessibility for automobiles. "Sunday stops" would do the same for transit users.

## **Trails and Open Space Linkage**

A recreational open space and trails system developed by the Ontario Ministry of Natural Resources is the basis for trails inside Parkway Belt West. This system covers areas beyond the Parkway Belt System and includes river valleys, the Lake Ontario shoreline, the Niagara Escarpment and the Oak Ridges Moraine.

An important Parkway Belt function is to provide a lateral east-west open space connection between north-south river valleys. The Southern Link fulfills that role. The same function is performed by the Lake Ontario shoreline on the south side of the Parkway Belt System and the Oak Ridges Moraine on the north side.

Neighbourhood and community parks and trails in the urban areas should be part of a local system that connects to the required trail system.

The Southern Link west of the Oakville-Mississauga Mini-belt is wide enough to accommodate a variety of trails (for hiking, bicycling, horseback riding, cross-country skiing, etc.) inside the Complementary Use Area. The 275-foot-wide Ontario Hydro right-of-way might also be used for this purpose.



Because the Parkway Belt section between the Oakville-Mississauga Mini-belt and the Credit River lacks a large Complementary Use Area, trails might be established on the Ontario Hydro right-of-way, on the 100-foot-wide buffer south of Highway 403 or on the future utilities strip.

East of the Credit River trails would have to be located on the Ontario Hydro right-of-way, on the future utilities strip or north of the Parkway Belt through the area proposed to remain undeveloped between the Credit River and the Airport Mini-belt.

The trails in this link would connect the public open space area at Bronte Creek to the Oakville Creek - East Oakville Creek, the Credit River - Mullett Creek and the Centennial Park - Etobicoke Creek public open space areas.

The north-south trails along Oakville Creek, in the northern part of the Burlington-Oakville Mini-belt, in the Oakville-Mississauga Mini-belt, Airport Mini-belt and along the Credit River and Etobicoke Creek intersect the trails in the Southern Link, thus forming a part of the regional trail system.

Designers of the trails system should consider buffers between incompatible trails (e.g., hiking and horseback riding) close to each other. A visual buffer between trail and electric transmission line or the proposed highway would also make trails more attractive.

## **Natural Features**

Natural features inside the Southern Link are to be protected as set out in Section 3.13 of the Parkway Belt West Plan. These include scenically-attractive river valleys protected from urban encroachment and intensive use through public acquisition and appropriate development as public open space areas. Qualifying in the Southern Link are the valleys of the Oakville and East Oakville creeks, Credit River, Mullett Creek and Etobicoke Creek. Orchards, woodlots and hedgerows should also be protected because they enhance the open space character of the Parkway Belt and help to achieve a better separation of urban areas. Several woodlots and numerous hedgerows exist inside the Southern Link outside river valley public open space areas. Some additional tree planting may be needed for the Complementary Use Areas to enhance the open space character of the link.

### 3. Northern Link (Milton to Woodbridge)

#### Location

According to the Ontario government policy statement, *Design for Development : The Toronto-Centred Region* (May 1970), the western section of the Northern Link of the Parkway Belt West is conceptually located between the built-up area at Woodbridge and the Metropolitan Toronto Urban Area and extends westward to a point south of Brampton where it connects to the north-south Airport Mini-belt. The same general location was confirmed in the government's *Design for Development : A Status Report on the Toronto-Centred Region* (August 1971). In the government announcement of June 4, 1973, *Development Planning in Ontario : The Parkway Belt West*, this section of the Northern Link is extended westward to Milton to delineate the possible northern limits of future urban areas (Milton East and Mississauga Northwest) and this is confirmed in the Parkway Belt West Plan. Detailed location of this part of the Northern Link was influenced by:

- (a) the desire to include existing and future linear facilities such as the existing Highway 401 and the proposed Highway 407
- (b) the desire to accommodate the Ontario Hydro 500 kV Nanticoke-to-Pickering electric transmission line and station facilities according to the government's decision to locate part of these facilities in the Parkway Belt
- (c) the constraints of existing urban development
- (d) the desire to include major developed public and private open space areas such as the Meadowvale Conservation Area, the Claireville Conservation Area and private golf courses
- (e) the desire to include natural features such as the Credit River.

#### Width

The width of the Parkway Belt in general varies substantially from section to section depending on its function. For example, greater width may be found where it separates two urban areas and a smaller width where it serves only as a cap to urban development. Other factors such as design requirements of linear facilities and existing built-up areas also affect the width.

The Milton-to-Woodbridge link between Third Line and Ninth Line in the Town of Milton is fairly wide in order to accommodate linear transportation, communication and utility facilities. The exact width of the belt is determined by Highway 401 to the north and the CP Rail Galt Subdivision line to the south. The link narrows down east of Winston Churchill Boulevard in Mississauga as Highway 407 curves southward and the 500 kV electric transmission line swings northward. The width of the link as far as Mississauga Road is primarily determined by the locations of Highway 407 and the electric transmission line right-of-way because both must be accommodated.

East of Mississauga Road the link widens out to provide one of the many nodes of recreational open space associated with the Parkway Belt. Included in this node are the Streetsville Glen Golf Course, Churchville Park, the public open space associated with the Credit River, The Toronto General Burying Grounds, the Meadowvale Conservation Area and the historic community of Meadowvale.

From Second Line West easterly to the Brampton Golf Course the link is fairly narrow encompassing Highway 407, the 500 kV electric transmission line and a future utilities strip.

At the Brampton Golf Course the Parkway Belt again widens out to provide a recreational node including the Brampton Golf Course, the Peel Village Golf Course, the public open space associated with the Etobicoke Creek and a sewage treatment plant.

East of this node to nearly Torbram Road the link is wide enough to accommodate Highway 407, the electric transmission line and the future utilities strip.

East of Torbram Road the link widens out due to the inclusion of the CNR line on the south and the continued inclusion of Highway 407 which curves northward. The link further widens with the addition of the Claireville Conservation Area as a recreational node and remains fairly wide east of Highway 50 in order to accommodate the electric transmission line entering the Ontario Hydro Claireville Transformer Station.

Although sufficient width might be provided between two urban areas in order to achieve the desired separation, the community identities could be diminished by numerous transportation routes crossing the link. Therefore, one objective is to minimize the number of transportation routes crossing the link in order to help achieve Parkway Belt objectives. This should not be interpreted as precluding all crossings, but rather as a control. The specific policies spell out the nature of this control.

The number and capacity of transportation routes crossing the link will be determined by the appropriate agencies through regional and local official plans and keeping in mind the basic Toronto-Centred Region concept and the above objective.

## **Edge**

Many edges in this link are readily recognizable as boundaries in that they are formed by the rights-of-way of highly visible facilities such as highways, rail lines or electric transmission lines. In some locations the edges are not as readily recognizable in that the boundaries lack a highly visible definition. The edges are described below in more precise detail.

### **(a) Milton Edge**

Third Line East represents the western edge of the Milton-to-Woodbridge link and is a continuation of the western edge of the Burlington-Oakville Mini-belt to the south.

The future size of the built-up area at Milton that can be serviced by local water and sewer facilities can be readily accommodated within the former municipal limits of

the Town of Milton prior to the formation of regional government, January 1, 1974. Consequently, the edge of the Parkway Belt east of Milton is the former municipal boundary and represents a limit to the built-up area at Milton.

**(b) Northern Edge**

The northern limits of the rights-of-way of Highway 401 and Highway 407 form the edge from Third Line to Mississauga Road.

In order to accommodate the recreational node on the Credit River the edge follows the property limit of the Streetsville Glen Golf Course, the eastern limit of the CP Rail right-of-way and the line between Lot 14 and Lot 15. The edge then follows Second Line West southward to Highway 407 and thereby includes lands owned by the Toronto General Burying Grounds which will become a private open space area within the Parkway Belt.

Between Second Line West and the Brampton Golf Course the edge is defined by the northern limit of the Highway 407 right-of-way.

To include an open space node at the Etobicoke Creek the limit of the Parkway Belt follows the property limits of the Brampton Golf Course northward.

Except where development has already occurred the limit then follows a line 300 feet west of the top of the Etobicoke Creek valley as far north as Steeles Avenue. The Parkway Belt edge then follows south along a line 300 feet east of the top of the Etobicoke Creek valley to the property limits of the existing sewage treatment plant.

The 300-foot setback on both sides of Etobicoke Creek valley is provided in order to:

- (i) ensure that urban development does not overpower the sides of the attractive valley when viewed from the valley floor
- (ii) prevent damage to the valley rims through construction of buildings close to the valley
- (iii) provide space for the recreational trails
- (iv) provide space for other recreational facilities that cannot be located in the valley
- (v) secure public access to all parts of the valley.

The edge then follows the northern limits of the sewage treatment plant eastward to Second Line East. The northern limits of the Highway 407 right-of-way define the edge from Second Line East to a point east of Airport Road where the electric transmission line crosses the highway. The electric transmission line then defines the northern edge to the Claireville Conservation Area and from it to the Claireville Transformer Station.



The recreational node at Claireville is included within the Parkway Belt and the edge is defined by the limits of the property owned by the Metropolitan Toronto and Region Conservation Authority.

The northern limit of the Toronto General Burying Grounds property completes the definition of the northern edge for the Milton-to-Woodbridge portion of the Northern Link.

**(c) Southern Edge**

The CP Rail Galt Subdivision line and the electric transmission right-of-way define the southern edge of the Parkway Belt and the possible northern limits of the Milton East Future Urban Area and the Mississauga Northwest Urban Area.

At the Credit River the edge follows a line 300 feet west of the top of the river valley to the CP Rail right-of-way. It follows CP Rail and the limits of the Botanical Gardens owned by the Credit Valley Conservation Authority to Derry Road. The edge runs just south of and parallel to Derry Road to Second Line West.

Then it follows Second Line West north to the electric transmission line.

The southern edge is further defined by the electric transmission line from Second Line West to just west of Torbram Road where the electric transmission line crosses the CNR line.

As the CNR line is included within the Parkway Belt the southern limit of the right-of-way forms the edge across to the Claireville Conservation Area where the edge follows the property boundaries of the land owned by the Metropolitan Toronto and Region Conservation Authority.

The CNR line then forms the southern edge to south of the Claireville Transformer Station.

## **Transportation, Communication and Utility Corridor**

The western terminus of the Northern Link is near the intersection of Steeles Avenue and Highway 401 in the Town of Milton. Provision is made for extension of transportation, communication and utility facilities beyond the Northern Link to connect to Western Ontario.

The transportation, communication and utility corridor inside this link contains the following linear facilities:

- (a) proposed Ontario Hydro Milton-to-Claireville electric transmission line and part of the Milton-to-Trafalgar electric transmission line
- (b) existing Highway 401
- (c) proposed Highway 407

- (d) existing CP Rail and CNR lines
- (e) proposed future utilities strip
- (f) proposed trails.

Many of these facilities continue east of Martin Grove Road within the Woodbridge-to-Markham part of the Northern Link.

## **Highways**

Provincial highways are a major component of the Parkway Belt System. Provision is made within all links for provincially or regionally significant roads.

In this part of the Northern Link a route is provided for Highway 407 to serve as a bypass to Metropolitan Toronto and also link southwestern Ontario to the areas east of Toronto. Access is also provided to places such as the Brampton Urban Area.

Highway 407 is contained within the Parkway Belt for the entire distance from Tenth Line in Mississauga to Woodbridge and at many places provides definition for the Parkway Belt by acting as an easily identifiable edge.

Highway 401 is contained within the Parkway Belt between the westerly terminus of the Northern Link and a point east of Winston Churchill Boulevard where the electric transmission line crosses the highway. Highway 401 presently serves as the major Toronto-to-Windsor highway and carries much of the traffic destined for southwestern Ontario.

The Parkway Belt West Plan map for the Milton-to-Woodbridge part of the Northern Link shows only freeway-to-freeway interchanges. Additional interchanges between Highway 407 and major local roads will be required although not shown on Map 4 of the Plan. Their purpose is to give adequate regional access to the adjacent urban areas as well as to the public open space areas inside the Northern Link.

## **Inter-Urban Transit**

To date, no specific need has been identified for a major east-west transit route in the Northern Link. The Brampton Urban Area is presently serviced by a provincial GO-Transit service to Union Station. However, as the Southern Link of the Parkway Belt is to provide inter-urban transit to the two-tier system of urban areas, sufficient demand is not likely to develop to justify a duplication of these facilities in the Northern Link. Consequently, there are no policy provisions for inter-urban transit.

## **Utilities**

### **(a) Electric Power Facilities**

On July 11, 1974, the Ontario government announced its decision to locate a

section of Ontario Hydro's Nanticoke-to-Pickering 500 kV transmission line and station facilities within Parkway Belt West.

The Northern Link is, therefore, designed to contain part of this bulk power transmission system that is to deliver electricity from major generating stations to major load centres.

The 500 kV lines from Nanticoke Generating Station and Bruce Generating Station connect into the Parkway Belt System and the Milton Transformer Station near the western end of the Northern Link. Milton Station and a rail spur are located on the north side of CP Rail between the Fourth Line and proposed Dorval Way.

Two electric transmission rights-of-way emanate from the eastern face of Milton Station and run parallel to the north side of the CP Rail line. The Milton-to-Trafalgar transmission right-of-way turns south at the middle of the Ninth Concession within the Oakville-Mississauga Mini-belt to Trafalgar Transformer Station (formerly Halton Station). The Milton-to-Claireville right-of-way continues eastward within the Northern Link to Claireville Transformer Station (formerly Woodbridge Transformer Station) located east of Highway 27 and north of the proposed Highway 407.

The Ontario government, on July 11, 1974, directed the acquisition of land for the above-mentioned Ontario Hydro transmission and station facilities be undertaken by the Ministry of Government Services and that this acquisition proceed in advance of public hearings into Parkway Belt West. The specific location of Ontario Hydro facilities east of Claireville Station in the Woodbridge-to-Markham section of the Northern Link is to be determined in the context of the Parkway Belt planning process and the land will be acquired by the Ministry of Government Services following public hearings on Parkway Belt West.

The width of the Milton-to-Claireville Ontario Hydro right-of-way is 545 feet except where it widens to 800 feet to accommodate lower and, consequently, more towers in the Toronto International Airport height restriction zone.

At the Claireville Transformer Station provision is made for a rail spur to the site and also for connecting future transmission facilities into the station from the north. Although this northern egress is indicated on the map, the precise location of this right-of-way is yet to be determined.

Within this part of the Northern Link near Bramalea Road provision is also made for Bramalea Transformer Station which is necessary for local power supply.

**(b) Sewage Treatment Plant**

An existing sewage treatment plant is included in this part of the Northern Link north of the proposed Highway 407 and west of Second Line East.

This plant will be used for experimentation, training of operators and also for display and demonstration purposes.

**(c) Future Utilities Strip**

A 100-foot-wide strip of land for future utilities (e.g. pipeline, telephone cable) is provided for the entire length of the Northern Link. From Fourth Line in the Town of Milton through to near Bramalea Road in Mississauga, the future utilities strip parallels the northerly edge of the electric transmission line.

Between Torbram Road and Airport Road the future utilities strip is located between the proposed CNR Malport Yard and the transmission right-of-way. From east of Airport Road to the eastern extremities of this part of the Northern Link the 100-foot-wide future utilities strip parallels the north side of the CNR line.

**Permitted Uses**

**(a) Agricultural Use**

The general policy for the Parkway Belt permits a number of uses as described in Section 5.3.3 (a) of the Plan. However, the specific policy described in Section 6.3.3 (n) for this link supports agriculture by limiting uses beyond farming to local public and existing uses and some residential infilling in the Complementary Use Area south of Highway 401. This is an area of good soil quality that is contiguous with a good agricultural area north of Highway 401 between the built-up area at Milton and the Brampton Urban Area. In addition, the area to the south within Milton East is not expected to be developed for many years. Therefore, agriculture within this part of the Parkway Belt can be viewed as part of a much larger area within which agricultural uses can flourish. Consequently, all possible steps should be taken to encourage the continued agricultural use of the lands in this area.

To achieve continued agricultural use in the Complementary Use Area, it is essential that certain controls be imposed. The Parkway Belt West Plan establishes the necessary elementary controls (i.e. limitation of main use to agriculture). These are required because:

- (i) In terms of land value, agriculture cannot compete with most other uses. Therefore, to encourage the continued agricultural use of high-quality soils, other uses must be prevented from competing for these lands.
- (ii) Non-agricultural uses mixed with agricultural use tend to conflict with the noise and odour of agricultural operations in addition to creating certain physical conflicts with farm operations. Consequently, non-agricultural uses must be minimized in order to ensure a maximum of agricultural opportunity.

**(b) Residential Use**

New residential development inside the Parkway Belt is generally incompatible with Parkway Belt objectives. However, in order to reduce hardship on the owners of existing small lots, some of these lots may be developed where the Parkway Belt objectives will not be compromised. The situations where residential development may occur are specified in Section 5.3.3 (a) (v) of the Parkway Belt West Plan.



## **Encouragement of Public and Private Open Space**

There are a number of existing private open space uses within this part of the Northern Link (e.g. golf courses).

These uses reinforce the goals and objectives of the Parkway Belt System. Their continued operation is encouraged by inclusion in the Parkway Belt.

In addition to including existing public open space uses within this part of the Northern Link (e.g. Claireville Conservation Area), lands are proposed for acquisition for future public open space areas at the Credit River and Etobicoke Creek.

## **Acquisition of Public Open Space Areas**

Within the Milton-to-Woodbridge part of the link various areas with high recreation potential are designated for acquisition within the Public Use Area as public open space. In addition to the general demand for public ownership of lands of recreational potential, the following specific points support the designation and acquisition policy for each area.

### **(a) Credit River**

The area to be acquired along the Credit River is immediately north of and contiguous to the Meadowvale Conservation Area and forms an extension of the existing recreation area. A major trail system proposed for the Credit River is complemented by the acquisition of this area. In addition the characteristics of the topography and the tree cover justify acquisition of the area.

### **(b) Etobicoke Creek**

The public open space area designated for acquisition along Etobicoke Creek is contiguous with other open space uses, e.g. the golf courses. This area is identified as having potential to serve as a staging area for the trails network. There are also some wet areas for waterfowl and some hedgerows. The valley could easily be enhanced with more tree and shrub plantings.

### **(c) West Humber River**

There is a small parcel of land on the west side of Indian Line which if developed for complementary uses would place development too close to the West Humber River valley. Therefore, it is recommended to be acquired and added to the Claireville Conservation Area. At the same time Indian Line and the re-aligned Albion Road (Highway 50) would provide a highly visible line of demarcation between the Public Use Area and Claireville.

## **Trails and Open Space Linkage**

This part of the Northern Link provides an east-west open space connection between the north-south river valleys.

Much of the link is wide enough to accommodate a variety of trails inside the Complementary Use Area. In addition, the Ontario Hydro right-of-way and its adjacent buffer strips could also be used for this purpose.

Staging and rest areas along the trail system are located at the East Oakville Creek, the Ninth Concession in Milton and at public open space areas at the Credit River, Etobicoke Creek and Claireville Conservation Area.

## **Natural Features**

General objective 3.13 of the Parkway Belt West Plan refers to protection of natural features such as wooded areas and watercourses, plus the preservation of prominent natural features such as river valleys.

In this part of the link the Credit River, Etobicoke Creek and West Humber River qualify as “prominent” natural features. Each is a well-incised valley with vegetated slopes providing particular aesthetic relief to the generally flat or gently rolling plain of the immediate vicinity. Other natural features within this link include the East Oakville Creek and numerous tree stands.

Preservation and protection of these features is to be achieved by a combination of public acquisition of land for recreational purposes and the application of protective land use controls permitting uses not detrimental to the features.

## 4. Northern Link (Woodbridge to Markham)

### Location

The general location for this part of Parkway Belt West was identified in the Ontario government policy publication, *Design for Development: The Toronto-Centred Region* (May 1970). The same general location was confirmed in *Design for Development: A Status Report on the Toronto-Centred Region* (August 1971). A more detailed location was announced in the government's publication of June 4, 1973, *Development Planning in Ontario: The Parkway Belt West* and this is confirmed in the Parkway Belt West Plan.

In all these publications, this part of the Northern Link is conceptually located from the built-up area at Woodbridge to Highway 48 at Markham. Its function as a delineator of the northern limits of the Metropolitan Toronto Urban Area largely determined its general location.

Detailed location of this part of the Northern Link was influenced by:

- (a) the desire to include existing and future linear facilities such as the existing CNR line and the future Highway 407
- (b) the desire to accommodate the 500 kV Ontario Hydro Nanticoke-Pickering electric transmission line and station facilities according to the government's decision to locate these facilities in the Parkway Belt
- (c) the constraints of existing urban development
- (d) the desire to include major developed public and private open space areas such as the Milne Conservation Area, Black Creek Pioneer Village and private golf courses.

### Width

The width of the Parkway Belt in general varies substantially from section to section depending on its function. In this eastern part of the Northern Link inclusion of major linear facilities, both existing and proposed, as well as the desire to include public open space areas greatly influenced the dimensions.

The link broadens out at the Humber River to accommodate one of the many recreational open space nodes associated with the Parkway Belt. Included in this node is the privately owned Riverside Golf Course, the Thackeray sanitary land fill site and other lands owned by the Metropolitan Toronto and Region Conservation Authority.

East of the Humber River open space node the link remains fairly wide in order to include Highway 407, the 500 kV electric transmission line and the CNR line. At Black Creek the link further widens to include the Black Creek Pioneer Village. The link then reverts to a narrower width determined by the location of Highway 407, the CNR line and the electric transmission line. Where Highway 407 and the electric transmission

line swing northward at Dufferin Street the link narrows considerably due to the existing development on the north of Highway 7 at Concord.

At the East Don River the link widens to include a recreational node and to protect significant tree stands adjacent to Bathurst Street. The width of the node is partially determined by the location of the tree stands and by the property limits of the Thornhill Golf Course and the Uplands Golf Course. Lands along the East Don River, both north and south of Highway 407, are included.

Prior to crossing Yonge Street the link narrows down to a width necessary to accommodate Highway 407, the 500 kV electric transmission line and the future utilities strip. East of Yonge Street the belt widens to include Holy Cross Cemetery.

East of Bayview Avenue the link widens considerably to accommodate a public open space area along German Mills Creek, the Don Mills Golf Course and a gravel pit. The width in this area is also determined by the need to include Highway 7 to the north and the CNR line to the south.

From Woodbine Avenue east the Parkway Belt remains wide in order to include part of the Rouge River and Milne Conservation Area to the north and the CNR line to the south.

Although sufficient width might be provided between two urban areas in order to achieve the desired separation, the community identities could be diminished by numerous transportation routes crossing the link. Therefore, one objective is to minimize the number of transportation routes crossing the link in order to help achieve Parkway Belt objectives. This should not be interpreted as precluding all crossings, but rather as a control. The specific policies spell out the nature of this control.

The number and capacity of transportation routes crossing the link will be determined by the appropriate agencies through regional and local official plans and keeping in mind the basic Toronto-Centred Region concept and the above objective.

## **Edge**

Many edges in this link are readily recognizable as boundaries in that they are formed by the rights-of-way of highly visible facilities such as highways, railroads or electric transmission lines. In some locations the edges are not as readily recognizable in that the boundaries lack a highly visible definition; these edges are described in more precise detail below.

### **(a) Northern Edge**

The northern edge commences at Martin Grove Road as an eastward extension of the edge defined by the property limits of the Toronto General Burying Grounds.

In order to accommodate the Humber River Public Open Space Area, the edge turns northward to Highway 7 to include a tributary of the Humber River. East of the tributary the edge follows the old village limits of Woodbridge to Islington



Avenue and then southward along Islington Avenue to the electric transmission line right-of-way.

The edge is defined by the electric transmission line until the line crosses Highway 407 just west of Pine Valley Drive. Highway 407 defines the edge through to the maple sugar bush west of Bathurst Street.

The edge then follows the sides of the maple sugar bush to Bathurst Street, north along Bathurst Street in this area and then along the East Don River valley to include the public open space area.

From the East Don River to Bayview Avenue the edge is defined by Highway 407. East of Bayview Avenue, Highway 7 defines the northern edge except where urban development occurs south of the highway in the vicinity of Woodbine Avenue. From east of the north-south electric transmission line into Parkway Transformer Station, the northern edge follows the northern top of bank of the Rouge River valley to Kennedy Road. Between Kennedy Road and Highway 48 the edge is defined partially by existing development south of Highway 7 and by the property limits of the Milne Conservation Area.

**(b) Southern Edge**

The edge south of the Woodbridge Transformer Station is the CNR right-of-way across to the public open space area at the Humber River. The property limits of the Metropolitan Toronto and Region Conservation Authority and the Riverside Golf Course provide most of the edge around this open space node.

The CNR line provides a visible southern edge from the Humber River to Black Creek where the limits of the Parkway Belt follow property boundaries to include the Black Creek Pioneer Village.

Most of the edge is then defined by the Ontario Hydro electric transmission line east to the public open space area at the East Don River where the limits of the Parkway Belt follow the boundaries of the Uplands Golf Course and Thornhill Golf Course and include the East Don River valley.

From the East Don River to Yonge Street the edge is again formed by the electric transmission line. East of Yonge Street the boundary is the southern limit of Holy Cross Cemetery.

Bayview Avenue forms the edge southward to the south limit of the water reservoir, then east to the west top of the German Mills Creek valley and along the top-of-valley to the CNR bypass line.

The CNR line forms the remainder of the southern edge to Highway 48.

**Transportation, Communication and Utility Corridor**

The eastern terminus of the Northern Link of Parkway Belt West is Highway 48 in the Town of Markham. The transportation, communication and utility facilities are pro-

posed to continue eastward into Parkway Belt East and thereby provide a connection to eastern Ontario.

The transportation, communication and utility corridor inside this link contains the following linear facilities:

- (a) proposed Ontario Hydro electric transmission line from Claireville Station to Parkway Station and east of Parkway Station to Highway 48
- (b) proposed Highway 407
- (c) existing CNR line
- (d) proposed York-Durham Servicing System
- (e) proposed future utilities strip
- (f) proposed trails.

Many of these facilities continue west of Martin Grove Road within the Milton-to-Woodbridge part of the Northern Link.

## **Highways**

Provincial highways are a major component of the Parkway Belt System. Provision is made within all links for provincially or regionally significant roads.

In this part of the Northern Link a route is provided for Highway 407 to serve as a bypass to Metropolitan Toronto and also connect southwestern Ontario to areas east of Toronto. In addition Highway 407 will serve recreational traffic destined for areas north and east of Toronto.

Highway 407 is contained within the Parkway Belt for the entire distance between Woodbridge and Highway 48 and at places provides definition for the Parkway Belt by acting as an easily-identifiable edge.

The Parkway Belt West Plan map for the Woodbridge-to-Markham link shows only freeway-to-freeway interchanges.

Additional interchanges between Highway 407 and major roads will be required although not shown on Map 5 of the Plan. Their purpose is to provide adequate regional access to the adjacent urban areas as well as to the public open space areas inside the Northern Link.

## **Inter-Urban Transit**

Based on the Toronto-Centred Region concept of development that is to take the form of a two-tiered arrangement of cities east and west of Metropolitan Toronto, no specific

need has been identified for a major east-west transit route north of Metropolitan Toronto in the Northern Link. Consequently, there are no policy provisions for inter-urban transit.

## **Utilities**

### **(a) Electric Power Facilities**

On July 11, 1974, the Ontario government announced its decision to locate a section of Ontario Hydro's Nanticoke-to-Pickering 500 kV transmission line and station facilities within Parkway Belt West.

The Northern Link is, therefore, designed to contain part of this bulk power transmission system that is to deliver electricity from major generating stations to major load centres.

A major transformer station, Parkway Station, is proposed to be located in this section of the Northern Link west of Warden Avenue and north of Fourteenth Avenue in the Town of Markham. Provision is made for a rail spur to the site.

Between Parkway Transformer Station and Claireville Transformer Station, a right-of-way 545 feet wide is required for electric transmission facilities.

East from Parkway Transformer Station to the eastern extremities of the Northern Link a right-of-way 660 feet wide is required. Ultimately, this right-of-way is to be extended beyond Parkway Belt West to connect to the existing Cherrywood Transformer Station.

Provision is also made for a right-of-way 660 feet wide for electric transmission facilities to enter Parkway Transformer Station from the north.

### **(b) York-Durham Servicing System**

One specific objective for this part of the Northern Link is to provide for the York-Durham Servicing System, where possible, within the Parkway Belt. An existing sewage treatment plant is included in the link east of Bathurst and north of Highway 7 on the East Don River.

### **(c) Future Utilities**

A 100-foot-wide strip for future utilities (e.g. pipeline, telephone cable) is provided in the entire length of this link. The strip crosses the Humber River valley between the Ontario Hydro electric transmission line and Highway 407. West of Islington Avenue it crosses Highway 407 with the Ontario Hydro right-of-way and then parallels the north side of the CNR line to a point east of Jane Street. Where the Ontario Hydro right-of-way crosses to the south side of the CNR line, the future utilities strip also crosses the rail and from this point to the eastern end of the Parkway Belt West, it generally parallels the north side of the Ontario Hydro right-of-way.

## **Permitted Uses**

### **(a) Agricultural Uses**

The general policy for the Parkway Belt permits a number of uses in the Complementary Use Area as described in Section 5.3.3 (a) of the Plan. However, the specific policy described in Section 6.4.3 (h) for this link permits only agricultural, existing and necessary local public uses within the Complementary Use Area north of Highway 407 between Bayview Avenue and Woodbine Avenue. This is an area of good soil quality that is contiguous with a good agricultural area north of Highway 7 between Bayview Avenue and the built-up area at Unionville. Thus, agricultural use within this part of the Parkway Belt can be viewed as part of a much larger agricultural area to the north which will continue to exist.

Consequently, all possible steps should be taken to encourage the continued agricultural use of the lands in this area.

To achieve continued agricultural use in the Complementary Use Area, it is essential that certain controls be imposed. The Parkway Belt West Plan establishes the necessary elementary controls (i.e. limitation of use mainly to agriculture). These are required because:

- (i) In terms of land value, agriculture cannot compete with most other uses. Therefore, to encourage the continued agricultural use of high-quality soils, other uses must be prevented from competing for these lands.
- (ii) Non-agricultural uses mixed with agricultural use tend to conflict with the noise and odour of agricultural operations in addition to creating certain physical conflicts with farm operations. Consequently, non-agricultural uses must be minimized in order to ensure a maximum of agricultural opportunity.

### **(b) Residential Use**

New residential development inside the Parkway Belt is generally incompatible with Parkway Belt objectives. However, in order to reduce hardship on the owners of existing small lots, some of these lots may be developed where the Parkway Belt objectives will not be compromised. These situations where residential development may occur are specified in Section 5.3.3 (a) (v) of the Parkway Belt West Plan.

### **(c) Industrial Use**

New industrial development inside the Parkway Belt West is generally incompatible with Parkway Belt objectives. However, infilling of existing industrial areas on the north side of Burncrest Road and in the area bounded by Fourteenth Avenue on the north, CNR right-of-way on the south, the Highway 404 right-of-way on the west and Woodbine Avenue on the east, is permitted according to criteria set out in Section 6.4.3 (i) of the Plan.



## **Encouragement of Public and Private Open Space**

There are a number of existing private open space uses within this part of the Northern Link (e.g. golf courses, parks). These uses reinforce the goals and objectives of the Parkway Belt System and their continued operation is encouraged by inclusion in the Parkway Belt. Additionally, plans, either private or public to develop the gravel pit east of Woodbine Avenue into a recreational open space area, are encouraged.

In addition to including existing public open space uses within this part of the Northern Link (e.g. Milne Conservation Area), lands are proposed for acquisition for future public open space areas at the Humber River, East Don River and German Mills Creek.

## **Acquisition of Public Open Space Areas**

Various areas in this link with high recreational potential have been included in the Public Use Area as public open space with an associated policy of acquisition. In addition to the general demand for public ownership of lands of recreational potential, the following specific points support the designation and acquisition policy for each area.

### **(a) Humber River**

The public open space area along the Humber River extends both north and south of the existing and proposed river crossings by linear facilities. Part of this area, including the Thackeray land fill site, is already in public ownership.

Favorable topography and attractive tree cover justify establishment of a major public open space area.

The area is ideally suited for many forms of outdoor recreation such as nature viewing, hiking, downhill and cross-country skiing. Wildlife management practices also could be carried out successfully in this area.

### **(b) East Don River**

The public open space area along the East Don River is contiguous with the golf courses south of Highway 407. Attractive rolling terrain with broken irregular forest cover creates an almost ideal environment for recreational use.

The river valley and the woodlot at the northwest corner of Highway 7 and Bathurst Street provide an excellent area for an extended nature trail and for a staging area for the trails system.

### **(c) German Mills Creek**

The German Mills Creek Public Open Space Area to be acquired is an attractive well-treed valley. A trail system proposed for the Don River System is complemented by the acquisition of this area.

**(d) Gravel Pit (Woodbine Avenue)**

It is expected that the gravel supply from this pit will be exhausted within three to five years. If, at that time, private interests do not develop the pit into a recreational use, then the rehabilitated pit is to be publicly acquired and developed into a public open space area.

## **Trails and Open Space Linkage**

A recreational open space and trails system developed by the Ontario Ministry of Natural Resources is used as a basis for trails inside Parkway Belt West. This system covers areas beyond the Parkway Belt System and thus includes river valleys, the Lake Ontario shoreline, the Niagara Escarpment and Oak Ridges Moraine.

This part of the Northern Link provides an important east-west open space connection between the north-south river valleys north of Metropolitan Toronto.

Much of the link is wide enough to accommodate a variety of trails inside the Complementary Use Area. In addition, the Ontario Hydro right-of-way and its adjacent buffer strips might also be used for this purpose.

Staging and rest areas along the trail system are located at public open space areas at the Humber River, Black Creek Pioneer Village, East Don River, German Mills Creek and Milne Conservation Area.

## **Natural Features**

General objective 3.13 of the Parkway Belt West Plan refers to protection of natural features such as wooded areas and watercourses plus the preservation of prominent natural features such as river valleys. In this link the Humber, East Don and Rouge rivers and German Mills Creek qualify as "prominent" natural features. Each is a well-incised valley with vegetated slopes providing particular aesthetic relief to the generally flat or gently rolling plain of the immediate vicinity. An additional prominent feature is the maple tree woodlot north of Highway 7 and west of Bathurst Street. Other natural features in the area include Black Creek, Beaver Creek and numerous small woodlots.

Preservation and protection of all these features is to be achieved by a combination of public acquisition of land for recreational purposes and application of protective land use controls permitting uses not detrimental to the features.

## 5. Burlington-Oakville Mini-belt

### Location

The general location for this section was identified in the Ontario government policy statement, *Design for Development: The Toronto-Centred Region* (May, 1970). Plate 5 of the report shows a development concept for part of the Toronto-Centred Region with a conceptual Parkway Belt System. The relevant section of this system runs generally perpendicular to the Lake Ontario shoreline between Burlington and Oakville and between Milton West and Milton East as far inland as Milton. The same general location was confirmed in the Ontario government publication, *Design for Development: A Status Report on the Toronto-Centred Region* (August, 1971). A more detailed location was announced by the government on June 4, 1973 in the policy publication, *Development Planning in Ontario: The Parkway Belt West* and this is confirmed in the Parkway Belt West Plan.

The design spine for the southern section of the Burlington-Oakville Mini-belt is based primarily on the major natural features within the open space between the existing Oakville and Burlington urban areas. The principal design determinants for the northern section are Oakville Creek and existing or proposed transportation facilities, plus the need to adequately separate urban areas and at the same time leave areas for urban development of the scale envisaged by the Toronto-Centred Region concept for Milton West and Milton East.

### Width

The width of the mini-belt varies considerably over its length because of: the constraint of existing or committed urban development; the extensive provincial park; the need to accommodate major east-west transportation facilities across the mini-belt and still maintain a sense of community separation to the users of these facilities; the variety of topography along the mini-belt which requires a variation in width in order to reinforce the community identification goal.

Following is a description of width considerations on a sectional basis.

#### (a) Lake Ontario to the CNR line

The mini-belt is only a narrow separator between the existing urban areas of Burlington and Oakville from Lake Ontario to the CNR due to existing urban development on both sides of the Bronte Creek valley. Fortunately for the separation function, the valley is a dominant physical feature and is crossed by a single transportation facility only.

#### (b) CNR to Southern Link

It is particularly desirable to achieve separation between urban areas at points breached by crossings of major transportation facilities. For this reason the mini-belt is widened between the CNR and Queen Elizabeth Way to include a Bronte Creek tributary and the tableland between, plus the existing private open space –

the Lido Golf Centre. Between the Queen Elizabeth Way and Highway 5, an adequate width is achieved for community separation while achieving other objectives primarily related to the linked open space framework goal of the Parkway Belt West Plan.

**(c) Southern Link to Northern Link**

This is an area containing one significant natural feature (Oakville Creek) and excellent agricultural land. In this primarily rural area, one of little or no commitment to urbanization, there are very few design constraints. As a result, the design width of slightly more than two miles provides a meaningful separation as well as preserving high quality soil for agricultural use.

Although sufficient width might be provided between two urban areas in order to achieve the desired separation, the community identities could be diminished by numerous transportation routes crossing the link. Therefore, one objective is to minimize the number of transportation routes crossing the link in order to help achieve Parkway Belt objectives. This should not be interpreted as precluding all crossings, but rather as a control. The specific policies spell out the nature of this control.

The number and capacity of transportation routes crossing the link will be determined by the appropriate agencies through regional and local official plans and keeping in mind the basic Toronto-Centred Region concept and the above objective.

## **Edge**

The following describes the use of clearly defined Parkway Belt edges to reinforce the identity of neighboring urban areas defined by Parkway Belt boundaries.

**(a) Burlington Urban Area**

**(i) Lake Ontario to CNR**

The edge north of the shoreline is the boundary of the publicly-owned Bronte Beach Park. From the park to the industrial area south of the CNR line it is mostly a line 25 feet west of the top of the Bronte Creek valley. The principal exception is in the Rebecca Street area where the edge goes beyond the 25-foot line to incorporate the ravine of a Bronte Creek tributary.

At the industrial area and beyond, the edge narrows into the top of the Bronte Creek valley because the land to the west is completely developed and the valley must be included to meet objectives for this mini-belt.

**(ii) CNR to Queen Elizabeth Way**

In this vicinity a principal design criterion is the need for ample width to compensate for a major transportation crossing. The rationale for edge is to choose the most westerly major natural feature that is available. This feature is the westerly top of valley of a Bronte Creek tributary.



**(iii) Queen Elizabeth Way to Southern Link**

The mini-belt edge is partly the very hard and visible feature, Queen Elizabeth Way, between a small Bronte Creek tributary and Burloak Drive.

Additional edge comprises the western boundary of the Bronte Creek Provincial Park, an existing major public open space area between the Queen Elizabeth Way and Upper Middle Road.

A 300-foot-wide strip of land along the west side of Burloak Drive between Upper Middle Road and Highway 5 is included in the mini-belt in a complementary use designation in order to ensure that urban development does not overpower the sides of the attractive valley when viewed from the valley floor.

**(b) Milton West Future Urban Area**

In this flat to gently rolling landscape a dominant feature is Highway 25. Considering this factor plus the need to retain Highway 25 within the mini-belt (see highway rationale), it becomes the western edge of the mini-belt between the northern edge of the Southern Link and the intersection of Highway 25 with the Oakville Creek valley. The top of the western side of the Oakville Creek valley then forms the western edge. It is desirable to retain Oakville Creek within the mini-belt as an open space linkage.

It is also important to separate the Milton West Future Urban Area from the built-up area at Milton, but the land is almost completely featureless. The only existing available feature near the possible northern edge of the Milton West Future Urban Area is an underground pipeline, and that forms the edge.

**(c) Built-up Area at Milton**

The future size of the built-up area at Milton that can be serviced by local water and sewer facilities can be readily accommodated within the former municipal limits of the Town of Milton prior to the formation of regional government, January 1, 1974. Consequently, the edges of the mini-belt around the built-up area at Milton are the former municipal boundaries.

**(d) Oakville Urban Area**

**(i) Lake Ontario to CNR**

In this section the edge is largely determined by existing urban development, public ownerships and the easterly top of Bronte Creek valley.

**(ii) CNR to Third Line**

North of the CNR line, existence of a golf course as a private open space use permits widening of the mini-belt in an area of major east-west transportation facilities. The edge therefore is the CNR line, the GO-Transit station property and the east boundary of the Lido Golf Centre. The edge then follows the south limits of the Queen Elizabeth Way as far east as the Third Line.

**(iii) Third Line to Highway 25**

The edge is Third Line extending across Fourteen Mile Creek to a point approximately 300 feet back from the north-easterly top of Fourteen Mile Creek valley.

Between Third Line and Upper Middle Road the edge is the easterly side of the public open space area.

The edge then follows the north side of a minor transportation and utility corridor comprised of an Ontario Hydro right-of-way and Upper Middle Road. The Ontario Hydro property also includes a gas line for a portion of this distance. This minor transportation and utility corridor is a reasonably hard edge to the mini-belt for this sector.

**(iv) Highway 25 to Southern Link**

Northerly from the intersection of Upper Middle Road and Highway 25 to the Southern Link, the edge of the Parkway Belt is the most north-easterly limits of either the Bronte Creek Provincial Park or the Richview Golf Course which are major public and private open space areas between the Oakville and Burlington urban areas. No additional features outside of these are necessary at this time to achieve Parkway Belt objectives in this vicinity.

**(e) Milton East Future Urban Area**

In this section, the edge is, first, a line 300 feet back of top of East Oakville Creek valley and second, the Sixteen Valley Conservation Area property, both of which provide major public open space area opportunities and preserve natural features. Between the Sixteen Valley Conservation Area lands and the middle of Concession 5, the edge is Lower Base Line Road. Between Lower Base Line Road and the southern boundary of the Northern Link the landscape is generally featureless and consequently the best available edge is the possible future road, Dorval Way.

## **Transportation, Communication and Utility Corridor**

Three major transportation, communication and utility corridors intersect or cross the mini-belt: Queen Elizabeth Way - CNR; the Southern Link of Parkway Belt West which includes Highway 5; the Northern Link of Parkway Belt West.

It is important to minimize traffic crossings of the mini-belt in accordance with the general objectives of separating communities and reducing impact on major public open space areas. To allow further corridors to develop would detract from these objectives. Consequently, future, but as yet unforeseen major east-west linear facilities which must cross the mini-belt should, if at all possible, be consolidated in the existing east-west corridors.

## **Highways**

It is desirable to make provision for major north-south movement within the mini-belt, thereby linking the existing or proposed major east-west transportation corridors of

the Northern Link, the Southern Link and the existing facilities near the lakeshore. Provision for such a movement will reduce the need for inter-urban traffic to move in a north-south direction through the urban areas. Internal traffic flows within the urban areas should therefore not become complicated and unnecessarily congested by external conditions.

Major north-south road movements are provided for within the Burlington-Oakville Mini-belt by existing Highway 25 and future Dorval Way.

Highway 25 was placed on the outer edge of the Milton West Future Urban Area partly to assist such flow. Existing municipal plans for the Oakville Urban Area do not provide for urban development of that area both east and west of Highway 25 between the Southern Link and the Richview Golf Course. Consequently, it was not deemed necessary at this time to extend the Oakville-Burlington Mini-belt as far east as Highway 25 in this area. Urban development plans for the Town of Oakville should be monitored in order to protect the integrity of Highway 25 as a major north-south arterial road.

The 300-foot-wide acquisition strip on the section of the Burlington-Oakville Mini-belt adjacent to Milton East provides for the possible extension and construction of Dorval Way. This road would directly service Milton East and would provide for free-flowing inter-urban and regional traffic movement between Highway 403 and 401 and also minimize potential internal congestion of the Milton East Future Urban Area.

Two major north-south arterials are desirable (Dorval Way and Highway 25) in this section of the mini-belt in order to minimize the need for additional crossings of Oakville Creek.

## **Inter-Urban Transit**

To date, no specific need has been identified or foreseen for a major north-south transit route in any part of the Burlington-Oakville Mini-belt. Consequently, there are no policy or design provisions for inter-urban transit.

## **Utilities**

Several electric transmission lines cross the southern section of this mini-belt. In addition, north-south electric transmission facilities connect to the Ontario Hydro Bronte Transformer Station located on the north side of the CNR line.

The existing east-west Ontario Hydro right-of-way that crosses the Bronte Creek Provincial Park is considered a permitted use in the Public Use Area. However, any reconstruction will be subject to the provisions of Section 5.1.2 (b) (ii) of the Parkway Belt West Plan.

Several existing pipelines also cross the mini-belt. The gas pipeline located south of Derry Road forms part of the edge to the Milton West Future Urban Area west of Oakville Creek.



## **Permitted Uses**

### **(a) Agricultural Use**

The general policy for the Parkway Belt permits a number of uses as described in Section 5.3.3 (a) of the Plan. However, the specific policy for this link described in Section 6.5.3 (c) supports agriculture by limiting uses beyond farming to local public and existing uses and some residential infilling in the Complementary Use Area north of the Southern Link for the following reasons. The entire Complementary Use Area is good agricultural soil that should be retained for farming. The north part is predominantly Chinguacousy clay loam (imperfectly drained) requiring careful management for good yields. Additionally, the land appears to be currently in use for agricultural purposes on a serious basis. Farm buildings also appear to be in good repair and, therefore, the continuance of agriculture should not require inordinate amounts of capital investment in order to maintain a competitive position.

Lands both east and west of this mini-belt are also intensively used for agriculture production with minimum development for non-farm purposes. Urban development within the Milton East and Milton West future urban areas is not expected for many years.

Consequently, all possible steps should be taken to encourage the continued agricultural use of the lands in this area.

To achieve continued agricultural use in the Complementary Use Area, it is essential that certain controls be imposed. The Parkway Belt West Plan establishes the necessary elementary controls (i.e. limitation of use mainly to agriculture). These are required because:

- (i) In terms of land value, agriculture cannot compete with most other uses. Therefore, to encourage the continued agricultural use of high-quality soils, other uses must be prevented from competing for these lands.
- (ii) Non-agricultural uses mixed with agricultural use tend to conflict with the noise and odour of agricultural operations in addition to creating certain physical conflicts with farm operations. Consequently, non-agricultural uses must be minimized in order to ensure a maximum of agricultural opportunity.

### **(b) Residential Use**

New residential development inside the Parkway Belt is generally incompatible with the provincial objective of separating two urban areas by open space. Even extremely low-density residential development can give an impression of continuous urban development and thus prevent the achievement of the objective of separation of urban areas. To minimize hardship on the owners of existing small lots, some new residential development is permitted. This is in addition to the general permitted uses of the Complementary Use Area, as specified in Section 5.3.3 (a) (v) of the Plan.



## **Encouragement of Public and Private Open Space**

A number of existing public and private open space uses within the mini-belt (e.g. golf courses and parks) reinforce goals and objectives of the Parkway Belt System. In accordance with Section 5.1.1 (a), these uses are encouraged to remain as such for as long as they retain their open space character without many associated structures. New private open space uses are encouraged in the Complementary Use Area south of Rebecca Street.

New public open space areas are proposed along Fourteen Mile Creek north of the Queen Elizabeth Way and along Oakville Creek in the northern portion of the mini-belt.

## **Acquisition of Public Open Space Areas**

The mini-belt contains much land with high recreation potential that has been designated as Public Use Area for public open space.

Section 5.1.1 (a) allows some existing private uses to remain as such within the public open space areas. This policy when applied to this link means that some existing residences may or may not be acquired for the Oakville Creek Public Open Space Area. This will depend upon detailed design of the area.

The following discusses acquisition policy for specific areas.

### **(a) Bronte Creek**

The acquisition area includes that covered by the provincial fisheries management proposal. The Oakville official plan and the Halton Conservation Authority waterfront draft plan also support the principles of public open space and recreation along Bronte Creek. It is evident that this deeply-incised valley with its marshlands and forest cover is an area of high recreation potential and should be in public ownership in order to protect it for that use.

### **(b) Oakville Creek**

Oakville Creek immediately to the north of the Southern Link is part of a large public open space area. Between the Southern Link and as far north as Derry Road, topography and tree growth justify public acquisition in the creek area. The rationale for public acquisition of lands in the vicinity of the junction of Oakville and East Oakville creeks is described in the rationale for the Southern Link.

### **(c) East Oakville Creek**

In addition to the need to link the major public open space area of the Southern Link with the Sixteen Valley Creek Conservation Area of the mini-belt, the characteristics of the valley and its associated tree stands justify public acquisition. Field studies by the Ministry of Natural Resources identify public open space and recreational opportunities on East Oakville Creek upstream from the Sixteen Valley Conservation Area. Continuation of the public open space system into the Milton

East Future Urban Area will become the responsibility of those responsible for planning and developing the new community of Milton East.

**(d) Queen Elizabeth Way to Highway 5**

The Bronte Creek Provincial Park lands in this area have already been government-acquired. The area east of Highway 25 including the Fourteen Mile Creek valley is proposed for public acquisition. A system of dams and reservoirs planned by the Halton Region Conservation Authority would become a part of the Bronte Creek-Fourteen Mile Creek Public Open Space Area. A 300-foot-wide strip of tableland east of the valley is proposed for acquisition in order to:

- (i) ensure that urban development does not visually overpower the water area
- (ii) prevent damage to the valley rim through construction of buildings close to the valley
- (iii) accommodate recreation facilities oriented to water
- (iv) secure public access to all parts of the valley and reservoir area.

The acquisition area includes a substantial tree stand in the west half of Lot 28 plus a portion of the tributary to Fourteen Mile Creek in the most north-westerly corner of Lot 28. Additionally, it includes tableland on the easterly side (also the urban side) of the proposed lake and conservation area. This land provides open space and recreation opportunities that can be integrated with the eventual urban design.

Between Highway 25 and the conservation area, the intervening lands will be publicly acquired. This should ensure the co-ordinated planning and development of the entire area between Burloak Drive and Third Line that is designated as a Public Use Area on Map 6 of the Parkway Belt West Plan. Potential uses envisaged in this intervening area are recreational and other activities complementary to or supporting the conservation authority proposals and the projects now being developed for the Bronte Creek Provincial Park.

All of these public open space areas have high regional accessibility via the Southern Link and the Queen Elizabeth Way - CNR corridor.

## **Trails and Open-Space Linkage**

Planned acquisition affords opportunities for implementing an extensive recreational trails network as set out in a Ministry of Natural Resources report (see Section VI). The Bronte Creek valley acquisition area for public open space provides a trail link between the Lake Ontario waterfront facilities and Bronte Creek Provincial Park.

The southern portion of this marshy valley requires acquisition of some tableland in order to accommodate trails. The 25-foot-wide strip of tableland is considered sufficient to accommodate numerous trails. An additional building setback for the adjoining backyards, provided by the municipal standards, will provide protection of the valley from the approaching development.

The acquisition area north of Queen Elizabeth Way between Bronte Creek Provincial Park and the Fourteen Mile Creek Conservation Area could readily accommodate a trail linkage. The acquisition area north of the Southern Link along Oakville Creek to Derry Road permits part of a trail linkage with the Niagara Escarpment in the Milton area. From Derry Road westwards to the Niagara Escarpment and northwards to the Northern Link, the trail could be located within the wide Complementary Use Area. The acquisition area north of the Southern Link along East Oakville Creek permits a trail linkage with Sixteen Valley Conservation Area.

Neighbourhood and community parks and trails in the urban areas should be part of a local system that connects to the regional trail system.

## **Natural Features**

General objective 3.13 of the Parkway Belt West Plan requires protection of natural features such as wooded areas, hedgerows and watercourses, plus the preservation of prominent natural features such as river valleys.

In this mini-belt, the natural features qualifying as “prominent” are the Bronte Creek valley plus portions of the Oakville and East Oakville creeks. These deeply-incised, well-wooded valleys have particular aesthetic appeal in stark contrast to the generally-flat to gently-rolling plain of the immediate vicinity.

Preservation and protection of these features will be achieved largely by acquisition.

Numerous woodlots and hedgerows within the Complementary Use Area should also be protected because they enhance the open space character of the Parkway Belt and help to achieve a better separation of urban areas.

## 6. Oakville-Mississauga Mini-belt

### Location

The general location for this section of the Parkway Belt was identified in the Ontario government policy statement of May 1970 entitled *Design for Development: The Toronto-Centred Region*. Plate 5 of the report showing a development concept for part of the Toronto-Centred Region indicated a north-south section of the Parkway Belt extending from Lake Ontario to Highway 401 and conceptually located between the Milton East and Mississauga Northwest urban areas and between the Oakville and Mississauga urban areas. The same general location was confirmed in the government's *Design for Development: A Status Report on the Toronto-Centred Region* (August 1971). A more detailed location was announced by the Ontario government June 4, 1973, in the publication, *Development Planning in Ontario: The Parkway Belt West* and this is confirmed in the Parkway Belt West Plan.

The southern section of this mini-belt is generally located to take advantage of the existing open space between Oakville and Mississauga. From the Queen Elizabeth Way to the proposed Highway 403 the general design is built around the proposed Queen Elizabeth Way - Highway 403 Link Highway. The principal design determinants for the northern section are the proposed transportation and utility facilities.

### Width

The width of the mini-belt is an important factor in achieving the Parkway Belt West Plan objective of separation of communities, in this case, the Mississauga and Oakville urban areas and the Milton East and Mississauga Northwest urban areas.

The mini-belt has five main design sections of varying width.

#### (a) Lake Ontario to CNR

Basically, maximum width is achieved commensurate with existing urban development and with proposed locations of Ontario Hydro facilities.

#### (b) CNR to Queen Elizabeth Way

The width of this section is limited by existing industrial development. On the east the precise boundary is largely determined by the availability of a partial hard edge along the proposed Ontario Hydro right-of-way.

#### (c) Queen Elizabeth Way to Highway 5

Determining width factors include need for public open space and inclusion of linear facilities as well as separation of urban areas. As a result, a large area, more than 700 acres west of Ninth Line Road, is included. And to the east of Ninth Line Road enough width is included to provide for the future Queen Elizabeth Way - Highway 403 Link Highway and Ontario Hydro facilities.



**(d) Highway 5 to Southern Link (proposed Highway 403)**

The width in this section is sufficient to provide for future highway and Ontario Hydro facilities. The mini-belt has enough width to the west to include the headwaters of Joshua Creek and to provide a better separation between the Oakville and Mississauga urban areas.

**(e) Southern Link to Northern Link**

The 2,300-foot width in this section is sufficient for future highway and Ontario Hydro facilities and for separation between these facilities.

Although sufficient width might be provided between two urban areas in order to achieve the desired separation, the community identities could be diminished by numerous transportation routes crossing the link. Therefore, one objective is to minimize the number of transportation routes crossing the link in order to help achieve Parkway Belt objectives. This should not be interpreted as precluding all crossings, but rather as a control. The specific policies spell out the nature of this control.

The number and capacity of transportation routes crossing the link will be determined by the appropriate agencies through regional and local official plans and keeping in mind the basic Toronto-Centred Region concept and the above objective.

## **Edge**

The concept of edge is important to the Parkway Belt community identification goal and to the related Parkway Belt West Plan objectives (3.1, 3.3, 3.4) which refer to defining communities by means of clear limits to urban physical development and to providing identifiable boundaries. The inclusion of physical features, both natural (river valleys, tree stands, etc.) and man-made (highways, transmission lines, etc.) which become well-known landmarks, assist in achieving the overall goal of community identification.

Following is a description of the western edges of the mini-belt.

**(a) Lake Ontario to CNR**

The western edge generally follows the line of existing built-up areas. Beginning at Lake Ontario the edge includes part of the Lake Ontario shoreline and Joshua Creek. North of Lakeshore Boulevard, the edge is formed by the ownership boundary of the sewage treatment plant and boundary of an existing registered plan of subdivision. All of Joshua Creek could not be included in the mini-belt because of urban constraints.

Part of the western edge follows the proposed Ford Drive Extension and Ontario Hydro transmission line and the boundary of the existing Ontario Hydro Oakville Transformer Station. This portion of the hard edge aids in meeting such Parkway Belt West Plan objectives as separation of urban areas and inclusion of transportation, communication and utility facilities.

**(b) CNR to Queen Elizabeth Way**

A hard western edge is partially provided by a boundary that follows existing and proposed Ontario Hydro transmission lines and pipelines. While not a hard edge, Joshua Creek forms the remaining western boundary.

**(c) Queen Elizabeth Way to Southern Link**

The western boundary follows the Queen Elizabeth Way for a short distance to provide the hardest edge available. The boundary from there excludes the existing industrial buildings and recognizes local topographical features and vegetation as edge factors.

On the west side of the Joshua Creek Public Open Space Area, and up to Highway 5, existing tree stands provide a continuous and highly-visible edge.

Between Highway 5 and the Southern Link, the western boundary lacks a visible edge for most of the distance. In its absence, the boundary follows the property line between Lots 7 and 8, Concessions 1 and 2, North of Dundas Street.

**(d) Southern Link to Northern Link**

The western boundary follows and includes the proposed Ontario Hydro electric transmission line except in an area straddling Lower Base Line Road where it is formed by existing tree stands. The western boundary of the right-of-way follows the mid-concession line. This proposed facility provides a hard edge for most of this section of the mini-belt.

Following is a description of edges for the east side of the mini-belt.

**(a) Lake Ontario to Queen Elizabeth Way**

The eastern edge of the southern part of this section is partially formed by the limit of Ontario Hydro property. The Ontario Hydro land had to be included to meet the utilities-inclusion objective of the mini-belt and there exists no other feature to the immediate east or north suitable to assist separation between Mississauga and Oakville and to preserve the integrity of existing agricultural operations. Winston Churchill Boulevard becomes the hard-edge boundary north of the Ontario Hydro land.

From that road, the boundary follows a pipeline and rail line westward to provide a visible edge adjacent to the industrial area to the north. Moving north to Royal Windsor Drive, the boundary excludes the industrial area to the east. It follows Royal Windsor Drive as a hard edge westerly to existing tree stands, which it follows northerly partially to provide a visible edge. The boundary then follows the line between Lots 3 and 4, Concession 2, South of Dundas Street and the proposed electric transmission line to the Queen Elizabeth Way.

**(b) Queen Elizabeth Way to Southern Link**

North of the Queen Elizabeth Way, the hard edge is provided by the proposed Ontario Hydro right-of-way and the proposed Queen Elizabeth Way - Highway 403 Link Highway with a 100-foot buffer strip.

**(c) Southern Link to Northern Link**

The edge is formed by the eastern boundary of Ninth Line Road, which is the most identifiable edge available in an area generally lacking in prominent physical features.

**Transportation, Communication and Utility Corridor**

In accord with Parkway Belt West Plan objectives, major highway and utility facilities are located in this mini-belt. These are connected with similar facilities in both the Northern Link and the Southern Link and thus provide for connections throughout the Parkway Belt System and to other areas of the region and province as also supported in the objectives.

The placing of many such linear facilities in one corridor can have some disadvantages including adverse visual effects on motorists where electric transmission lines run parallel to highways. In these cases, it is necessary to reduce the visual impact of the line on highway users through sufficient physical separation between the two facilities and by tree screening or other devices.

**Highways**

**(a) Queen Elizabeth Way - Highway 403 Link Highway**

The Ontario Ministry of Transportation and Communications requires this Queen Elizabeth Way - Highway 403 mini-belt connection as part of its regional grid pattern. Because Highway 403 is to join up with existing Highway 401 in the Airport Mini-belt, the Queen Elizabeth Way - Highway 403 Link Highway together with a part of Highway 403 provides a join between the Queen Elizabeth Way and Highway 401 and also to proposed Highway 410 north of Highway 401.

The route of the Queen Elizabeth Way - Highway 403 Link Highway between Oakville and Mississauga was also chosen to best service both urban areas with minimum disruption to each. The route, far enough east to avoid Joshua Creek, also has these advantages:

- (i) The Link - Queen Elizabeth Way interchange diverges at a satisfactory location making good use of topographical features.
- (ii) The Link - Highway 5 interchange is sufficiently east of the Ninth Line - Highway 5 intersection to provide safe operating conditions.
- (iii) The Link - Highway 403 interchange is at a satisfactory location.
- (iv) Drainage structures under the Link Highway are minimized because it follows a height of land.

**(b) Link Extension**

Provision is made for possible extension of the Queen Elizabeth Way - Highway 403 Link Highway to Highway 401 in this mini-belt. This facility is to carry regional

traffic and also serves as an alternative to Highway 410 between Highway 407 and Highway 403. Its alignment is shown to preserve most of the existing development along Ninth Line. However, its final alignment has not yet been determined.

## **Inter-Urban Transit**

No specific alignment or right-of-way is designated for regional transit as its need and feasibility in this mini-belt has not been adequately explored.

## **Utilities**

### **(a) Electric Power Facilities**

On July 11, 1974, the Ontario government announced its decision to locate a section of Ontario Hydro's Nanticoke-to-Pickering 500 kV transmission line and station facilities within Parkway Belt West.

The Oakville-Mississauga Mini-belt has been designed to contain part of this bulk power transmission system that is to deliver electricity from major generating stations to major load centres.

An electric transmission right-of-way 545 feet wide extends from the Milton Transformer Station in the Northern Link to connect with the Trafalgar Transformer Station (formerly Halton Transformer Station) near the existing Ontario Hydro Richview-to-Burlington transmission line. This transformer station reduces the voltage from 500 kV to 230 kV and power is then transmitted at 230 kV to stations closer to the customer.

Provision is made within the electric transmission right-of-way for a rail spur from the Northern Link to the Trafalgar Transformer Station. The need to promptly replace faulted transformers at any time of the year makes direct rail access to the site necessary.

The government, on July 11, 1974, directed that acquisition of land for the above-mentioned Ontario Hydro transmission and station facilities be undertaken by the Ministry of Government Services in advance of public hearings on Parkway Belt West.

230 kV line connections are required from Trafalgar Transformer Station to the two existing east-west Ontario Hydro rights-of-way which run between Burlington and the west side of Toronto. A similar connection is required south to the Oakville Transformer Station.

Provision is also made for a possible future generating station in the southern part of the mini-belt and for egress from the station to connect to the transmission system.



**(b) Pipelines**

The southern portion of the mini-belt contains an existing inter-provincial pipeline that follows an existing railway spur and extends north along the existing Ontario Hydro right-of-way. Several other pipelines including those operated by Sun Oil, Trans-Canada and Imperial Oil pass through the mini-belt.

**(c) Future Utilities Strip**

No specific provision is made for a future utilities strip in this mini-belt. Where a future utilities strip is identified for other sections of the Parkway Belt, it is provided for regional and inter-regional carriers. There is no foreseen demand for these facilities in the Oakville-Mississauga Mini-belt.

The generally open character of this mini-belt and the extensive public ownership planned for it should provide the necessary flexibility for unforeseen utilities.

**Permitted Uses**

**(a) Agricultural Use**

The general policy for the Parkway Belt permits a number of uses as described in Section 5.3.3 (a) of the Plan. However, the specific policy for this link described in Section 6.6.3 (g) supports agriculture by permitting only agricultural, local public, existing and limited residential uses in two Complementary Use Areas.

One, in the southern part, is a sandy loam area mostly in use as a tree nursery. The excellent soil and climate for some species that would not survive in more northerly areas make it an area where continued agricultural use is worthwhile.

Similarly, good quality land suitable for continued agriculture exists north of Lower Base Line Road. Public acquisitions in the area may provide for consolidation of some of the existing smaller agriculture parcels into more viable farming units.

In addition, urban development is not expected in the adjacent urban area of Milton East for a long time.

The Parkway Belt West Plan deals only with the necessary controls to preserve agriculture for the following reasons:

- (i) In terms of land value, agriculture cannot compete with other uses. Consequently, this Plan permits only agricultural use in some areas.
- (ii) Non-agricultural use mixed with agricultural use tends to conflict with the noise and odour of agricultural operations in addition to creating certain physical conflicts to farm operations. Consequently, non-agricultural uses must be minimized.

To achieve continued agricultural use, it is essential that certain controls be imposed.

### **(b) Residential Use**

New residential development inside the Parkway Belt is generally incompatible with the provincial objective of separating two urban areas by open space. Even extremely low-density residential development can give an impression of continuous urban development and thus prevent the achievement of the objective of separation of urban areas.

In order to reduce hardship on the owners of existing small vacant lots some of these lots may be developed as set out in Section 5.3.3 (a) (v) of the Parkway Belt West Plan.

## **Encouragement of Public and Private Open Space**

There are no existing public or private open space areas in this mini-belt. However, new parks and recreational areas are encouraged by designating in the Plan various parts of Joshua Creek for public open space.

## **Acquisition of Public Open Space**

To meet open space and recreation goals, acquisition is intended for the Joshua Creek Public Open Space Area, which lies west of Ninth Line Road between Queen Elizabeth Way and Highway 5. It contains a large section of Joshua Creek and two good-quality, upland hardwood tree stands.

To help link this area to other open-space recreational areas, acquisition is intended for land along Joshua Creek to the Lake Ontario shoreline. This linkage is shown as the Joshua Creek Valley Public Open Space Area.

## **Trails and Open Space Linkage**

Proposed acquisition areas for public open space and other public use will provide many options for the development of trails and associated facilities.

The Joshua Creek Valley Public Open Space Area provides for a trail linkage from the Lake Ontario shoreline north to Ford Drive. The Joshua Creek Public Open Space Area provides for linkage opportunities from the Queen Elizabeth Way to Highway 5.

## **Natural Features**

General objective 3.13 of the Parkway Belt West Plan refers to preservation of prominent natural features and protection of other natural features such as wooded areas and watercourses, but this mini-belt does not include any prominent natural features of the scale of those included in some other sections of the Parkway Belt System. But worthy of protection, nonetheless, are generally flat open lands predominantly suitable for agriculture found in the Complementary Use Areas in the northern part of the mini-belt.

Similarly valuable are hedgerows surrounding the farm fields. Fields and hedgerows provide substantial buffers and a sense of rural open space.

The large and small tree stands in the mini-belt are worthy of protection as buffers and for their recreation potential. Protection of Joshua Creek and its numerous tributaries towards its upstream end will help reduce flooding, maintain water quality of the creek and consequently streamlife and maintain a balance of groundwater supplies for continuity of valley watercourse vegetation.

## 7. Airport Mini-belt

### Location

The general location for this part of Parkway Belt West was identified in the Ontario government policy publication, *Design for Development: The Toronto-Centred Region* (May 1970). Plate 5 of the report showing a development concept for part of the Toronto-Centred Region indicated a Parkway Belt extending north-west from the Southern Link towards Brampton between Highway 10 and Toronto International Airport. The same general location of this link was contained in Plate 3 of *Design for Development: A Status Report on the Toronto-Centred Region* (August 1971). A more detailed location was announced by the government June 4, 1973 in the publication, *Development Planning in Ontario: The Parkway Belt West* and this is confirmed in the Parkway Belt West Plan. The general location of the mini-belt was determined by: desire to include existing Ontario Hydro electric power facilities; desire to include the northern leg of Highway 403 and also Highway 410 being planned by the Ministry of Transportation and Communications; constraints of existing urban development and provincially approved official plan land use designations for the City of Mississauga.

### Width

The mini-belt is narrow compared to some other Parkway Belt West links because it is not required to serve as an open space separator between two existing or potential urban areas. Rather, the mini-belt is intended as a demarcation line, or edge, for urban development from the east. The large area to the west of the mini-belt extending to the Credit River is to remain in rural use according to the Toronto-Centred Region concept.

As a result, the mini-belt is just wide enough to accommodate various linear facilities and tree stands to be acquired for public open space purposes and for buffers to screen the linear facilities. The mini-belt is principally a transportation, communication and utility corridor. Minor variations in width reflect the variety and design of the linear facilities, the tree stands and buffer land.

Numerous east-west transportation routes crossing the mini-belt could reduce its effectiveness as a demarcation line for urban development on the east side. Therefore, one objective is to minimize the number of transportation routes crossing the link in order to help achieve Parkway Belt objectives. This should not be interpreted as precluding all crossings, but rather as a control. The specific policies spell out the nature of this control.

The number and capacity of transportation routes crossing the link will be determined by the appropriate agencies through regional and local official plans and keeping in mind the basic Toronto-Centred Region concept and the above objective.



## **Edge**

Clearly-defined and well-known Parkway Belt boundaries assist in achieving a greater sense of community identification. However, in this mini-belt, the Parkway Belt objective of community identification is only marginally applicable because all urban development immediately east of the mini-belt is industrial and does not form a complete community.

The Airport Mini-belt as a whole is the major north-south physical feature in the area and consequently offers the best political and technical opportunity to delineate a change in land use, from urban (industrial) on the east to rural on the west, in accordance with provincial policy and the municipal official plan.

The easterly edge of the mini-belt is Highway 410-403, a dominant, visible, physical feature that is not easily penetrated by incremental urban development. Together with the other elements in the mini-belt, i.e. Ontario Hydro facilities, tree stands and a right-of-way for future utilities, a hard, well-defined edge to industrial development to the east is created.

## **Transportation, Communication and Utility Corridor**

A principal objective of this mini-belt is to provide a transportation, communication and utility corridor. To this end the facilities included are Highway 403 and its extension northward known as Highway 410, Ontario Hydro transmission facilities and a future utilities strip.

## **Highways**

The highway in the mini-belt is known as Highway 403 from the Southern Link to its interchange with Highway 401. North of this interchange it is known as Highway 410.

The Highway 403-410 alignment was largely determined by the minimum distance requirements between the Highway 403-410-401 interchange and two nearby interchanges not in the mini-belt (i.e., Highways 401-10 interchange and Highway 401-Dixie Road interchange). The Highway 403-410 alignment necessitates the relocation of the existing electric transmission line.

In addition to the major Highway 401 interchange, the mini-belt also contains interchanges at Eglinton Avenue, Derry Road and includes provision for a possible interchange for a road to the west side of the airport.

The variable width of Highway 403-410 results primarily from the relative closeness of interchanges and the consequent need for transfer lanes

## **Inter-Urban Transit**

To date, no specific need has been identified or foreseen for a major north-south

inter-urban mass transit route in this mini-belt. Consequently, no policy or specific design provisions are made.

## **Utilities**

### **(a) Electric Power Facilities**

In order to make room for Highways 403 and 410, provision is made to move the existing electric transmission line to a right-of-way 120 feet wide on the western side of the mini-belt.

South of Eglinton Avenue and west of Cawthra Road, provision is made for a connection between the electric transmission line within the Airport Mini-belt and the transmission line in the Southern Link.

### **(b) Future Utilities Strip**

A 100-foot-wide strip of land for future utilities (e.g. pipeline, telephone cable) is provided for the entire length of the mini-belt and provision is also made for connections to the future utilities strips in the Southern and Northern links.

This right-of-way for future utilities is located parallel to the Ontario Hydro right-of-way from south of Eglinton Avenue to north of Highway 401. In this location the future utilities strip avoids the tree stand near the Highway 401 - Highway 403 interchange and also assists in providing separation between Highway 403 and the Ontario Hydro transmission facilities. North of Highway 401 the future utilities strip remains west of and parallel to Highway 410 until it connects with the Northern Link.

## **Permitted Uses**

All lands within the mini-belt are designated as Public Use Area. Consequently, the policies that apply are those applicable to a Public Use Area as found in section 5.3.2 and elsewhere in the Parkway Belt West Plan.

## **Encouragement of Public and Private Open Space**

Although there are no existing public and private open space areas and no prominent natural features in the mini-belt, significant tree stands in part of Lots 2 and 3, Concession 2, East of Hurontario Street and part of Lot 3, Concession 1, East of Hurontario Street and part of Lot 10, Concession 2, North of Dundas Street are worthy of protection and recreational use by the public.

## **Acquisition of Public Open Space Areas**

An area north of Eglinton Avenue and west of the proposed Ontario Hydro right-of-way is to be publicly acquired and developed for public open space. This acquisition area includes a tree stand on the west side of First Line East which is a prime example of a

Maple-Beech hardwood forest. In addition, the tree stand provides a backdrop to the electric transmission lines when viewed from Highway 403.

## **Trails and Open Space Linkage**

Between the rights-of-way for the linear facilities lies a potential route for a part of the trails system to connect trails in the Northern and Southern Links. Tree stands allow for rest and staging areas in conjunction with the trail system as outlined in the Ministry of Natural Resources report that forms part of this appendix.

## **Natural Features**

General objective 3.13 of the Parkway Belt West Plan seeks protection of natural features (wooded areas, watercourses) towards achieving the goal of a linked open space framework. In the vicinity of this mini-belt, the landscape is generally flat with very few tree stands and most of those that do exist are worthy of preservation for visual relief, on-site recreation and as buffers for linear facilities.

# VI

## RECREATIONAL OPEN SPACE AND TRAILS SYSTEM

### Introduction

Of the four Parkway Belt goals, the recreational open space and trails system proposed in this report is of particular importance in the achievement of Goal 4, that is, the provision of a system of open space and recreational facilities linked with each other and with nearby communities and with other regional recreation areas to form a linked open space framework.

This Ministry of Natural Resources report is primarily concerned with the partial implementation of Goal 4 through the development of a system of linear recreational corridors and associated recreational sites.

The objectives of this report are:

- (a) to identify the regional problems associated with establishing the recreational open space and trails system
- (b) to identify policy guidelines required for the implementation of the recreational open space and trails program
- (c) to design, at a conceptual level, and in conjunction with the design area of the Parkway Belt, a skeletal trails system and associated open spaces which would link existing urban areas to the rural and natural environments of Ontario
- (d) to identify typical site design problems.

### Regional Overview

#### (a) Regional Considerations

Obviously the Parkway Belt System is not intended to satisfy all the open space and recreational needs of the Central Ontario Region. This, however, should not preclude maintaining a broad regional perspective in the identification of the problems associated with the implementation of Goal 4.

Conceptually, the design area of the Parkway Belt, when viewed as a system of linked components, readily lends itself to use as a recreational resource, especially with respect to multi-use trails. The problem, however, is one of accessibility to this system, especially with respect to people within the core areas of the urban areas defined by Parkway Belt boundaries. As a result there is a need for community-neighbourhood connecting links to the Parkway Belt System to service



future populations centrally located within the defined urban areas. This is of particular importance for the Metropolitan Toronto Urban Area.

A physical analysis for part of the Central Ontario Region indicates a series of extended physiographic features: the Lake Ontario shoreline, the Oak Ridges Interlobate Moraine, and of course, the Niagara Escarpment.

At this time, these natural features are used for their open space and outdoor recreational values. However, they are utilized in isolation from one another and therefore inefficiently as an open space recreational resource. As a man-contrived feature on the landscape, the Parkway Belt does have the potential to act as an 'intermediate' connecting system between these natural features – both north-south and east-west. The problem is how to integrate these natural and man-made features into one functioning recreational open space and trails system.

The permitted Parkway Belt uses range from recreational open space to electric transmission lines. Because of this multi-purpose nature, conflicts between the various uses will undoubtedly arise. To many, recreational activities are not compatible with service facilities such as electric transmission lines and highways. Therefore the potential conflicts between these uses must be recognized at an early stage in plan development in order to minimize their impact through effective design.

#### **(b) Physical Analysis**

With the above regional considerations in mind, The Ministry of Natural Resources conducted a broad physical analysis for part of the Central Ontario Region. The following eight environmental characteristics were considered on a regional scale: \*

- (i) flood plain
- (ii) provincial, regional or conservation authority parklands
- (iii) forest or wooded areas
- (iv) sensitive natural sites
- (v) riverscapes
- (vi) steep slopes
- (vii) wetland or marshes
- (viii) lakes or ponds.

\*The environmental information used for this analysis was obtained from the environmental characteristics material produced for the Solandt Commission and is available in map form.

The analysis emphasized the importance of the river valleys for their values as potential recreational open space and trails systems and as areas of environmental sensitivity. As each of the major river valleys in this area contain at least five of the eight environmental characteristics (usually numbers i through v) they were considered to be of primary environmental significance.

The analysis indicated that the major river valleys not only have the potential of providing north-south recreational open space and trails system but can also provide linkages to the Lake Ontario shoreline, the Niagara Escarpment and the Oak Ridges Interlobate Moraine.

As illustrated in Plate 1, the major river valley systems from east to west are as follows:

Rouge River  
Highland Creek  
Don River and German Mills Creek  
Humber River and Mimico Creek  
Etobicoke Creek  
Credit River  
Joshua Creek  
Oakville Creek and East Oakville Creek  
Bronte Creek  
Grindstone Creek and Hopkins Creek

Areas of secondary environmental significance generally occur between the major river valleys. Here, environmental characteristics (i), (iii), (v), (vi) and (viii) occur at random, with little pattern or few unifying elements such as a major river valley to weld them together as a unit of primary environmental significance.








The majority of these features of secondary environmental significance are located within proposed urban development areas. It is recommended that development in their vicinity be carried out with environmental conservation in mind. In this regard, it is suggested that:

- (i) vegetation be preserved wherever possible in order to protect wildlife habitat and provide a natural environment for the community.
- (ii) flood plains be left in their natural state, thereby providing potential recreational open space nodes within urban areas as well as potential trails linkages connecting either to the Parkway Belt or a major river valley. In certain areas these flood plains also contain wildlife populations which should be managed as both a natural and an educational resource within the community.
- (iii) sensitive natural sites, in this case including steep slopes, marsh and wetlands, lakes or ponds, be properly managed, utilizing these natural features within a sensitively designed community development. For example, proper design

MAJOR RIVER VALLEYS



# RECREATIONAL OPEN SPACE AND TRAILS SYSTEM

-  NIAGARA ESCARPMENT
-  LAKE ONTARIO SHORELINE
-  PARKWAY BELT SYSTEM
-  MAJOR RIVER VALLEYS
-  LEVEL OF ENVIRONMENTAL SIGNIFICANCE
-  STAGING NODE
-  REST NODE





can prevent erosion and serious destruction of the natural environment and at the same time can provide a natural and educational environment for the community inhabitants.

### **(c) Summary and Conclusions**

The use of the major river valleys for recreational open space and trails systems would complement the four goals of the Parkway Belt philosophy, especially Goal 4.

The major river valleys would provide inter-urban area links and natural recreational open space systems, as well as serving the important purpose of conserving a part of our natural environment.

They would help to establish a sense of community identity as a community focal point and provide sites for recreational activities.

Perhaps their most important purpose would be to provide these services, not only at the back doors of our urban complexes, but within them.

## **Recommended Policy Guidelines**

### **(a) Design Concept**

The conceptual alignment of the recreational open space and trails system is illustrated in Plate 2. This alignment utilizes major river valleys as north-south linkages, and the Parkway Belt as a major east-west linkage. It should be noted that in many cases it will not be practical nor desirable to locate trails in the river valley itself, rather a trail could follow the general alignment of the river valley along the valley edge.

- (i) A skeletal system of trails should be established within and linking to the Parkway Belt. The trails system should provide linkages between significant natural physical features such as the Oak Ridges Interlobate Moraine, the Niagara Escarpment and the Lake Ontario shoreline, existing trails and new trails along the major river valleys and through the Parkway Belt.
- (ii) Within the trails system, a series of staging areas and rest nodes should be established on public lands in conjunction with the intersection of linear features, both natural and man-made and at various scales. These areas will primarily serve as trail staging areas but may accommodate other forms of day-use recreation.
- (iii) Major river valleys within and outside the Parkway Belt should be managed for public benefit, both for their environmental values and for the recreational and non-motorized transportation values they provide as vital north-south linkages between the urban areas defined by the Parkway Belt and the rural-natural environments further north. This recommendation is an extension and reinforcement of existing conservation authority policy.

- (iv) Areas of secondary environmental significance located between these major river valleys should be carefully managed to maintain their integrity. Where appropriate, these areas should be utilized for recreational open space and trails within the urban areas thereby providing linkages between neighbourhoods, the community and the larger provincial-regional recreational open space and trails system.

#### **(b) Responsibility for Program Development**

Working in concert with local and regional governments, conservation authorities and public interest groups, the Ontario government will co-ordinate planning for the recreational open space and trails system in the Parkway Belt. That planning will come under the broad context of the new Ontario Trails Program which will receive general policy direction from the soon-to-be-formed Ontario Trails Council.

It will be the responsibility of the province to ensure that the recreational open space and trails system program reaches maturation in conjunction with planning for the entire Central Ontario Region.

Other levels of government, conservation authorities and public interest groups will participate in planning for trails, access, rest areas and staging nodes in their areas. Development and management of land use controls to protect open space may be carried out by various levels of government. Policy direction concerning implementation and management will be forthcoming from the Ontario Trails Council.

Currently, many of the river valleys discussed do support trail systems and contain recreational open space and parks. The Metropolitan Toronto Parks Department and the conservation authorities deliver most of these existing services.

### **Proposed Regional Design**

This section outlines at a conceptual level the proposed recreational open space and trails system, and designates those areas which have the potential to be used as staging and rest areas within this system. The recreational day-use potential, transportation accessibility and development priority of each link in the system and its associated staging areas are considered.

A staging area or node is defined as an area within or adjacent to a major river valley or the Parkway Belt. It is located within a highly accessible existing or future public recreation area which may be used as an origin or destination point for users of the proposed trails systems. A staging node may be used for a rest area, parking area, day-use recreation area, interpretive centre and a destination or starting area.

In most instances it is essential that staging nodes have access to a form of public transit so that the trail user can reach his personal mode of transportation or final destination point.

A rest area or node is defined as a facility providing washroom and picnic facilities along the recreational trail system.

### (a) Major River Valleys

#### (i) The Rouge River and Highland Creek Valleys (Diagram 1)

In the Rouge River valley, staging areas 1, 2 and 3 are all located within existing conservation authority parklands. Their recreational day-use potential and also that of the entire river valley is rated high. Such activities as hiking, fishing and picnicking have good potential here.

Staging node sites are selected for their easy accessibility by car or a form of existing or potential transit. Staging area number 1 can be reached by bus, rail and car, number 2 by rail and car and number 3 by car and bus. The rest nodes are within approximately seven miles of each staging node, allowing for the entire valley to be used. All staging nodes are considered to be of major importance in providing nearly all of the defined uses.

Total Length of Trails: 27 miles

Facilities: Staging nodes – 3  
Rest nodes – 2

The Rouge River valley is of primary importance to the Metropolitan Toronto and Pickering urban areas for major recreational day-use and for its environmental significance. It should therefore have a first development priority.




Because of its prime potential as a recreational and conservation area, jurisdiction of the river valley should rest with an agency capable of managing it as a recreational open space system. This would provide a unified river valley park system capable of co-ordinated, programmed development. The Metropolitan Toronto and Region Conservation Authority is presently providing recreational open space in numerous locations along the river valley.

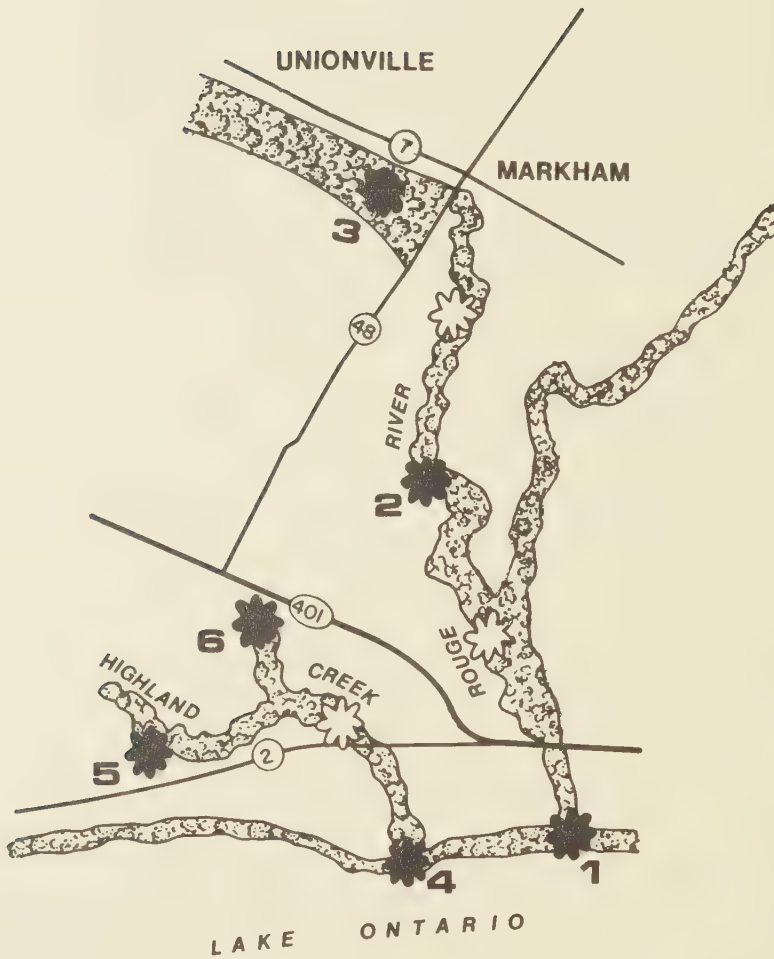
In the Highland Creek valley, staging areas 4, 5 and 6 are all located within existing conservation authority lands. The Metropolitan Toronto and Region Conservation Authority is active and provides recreational open space programs along the Highland Creek valley, providing an excellent base for varied day-use recreational activities. Again the accessibility of the staging nodes was important. Nodes 4 and 5 can be reached by rail, bus or car while node 6 can be reached by bus and car only. It is important to realize that all of these staging nodes are within the Metropolitan Toronto Urban Area. One rest node is recommended approximately three miles north of staging node 4.

Total Length of Trails: 8 miles

Facilities: Staging Node – 3  
Rest Node – 1

## LEGEND

-  STAGING NODE
-  REST NODE
-  OPEN SPACE SYSTEM



**DIAGRAM 1**  
**ROUGE RIVER AND HIGHLAND CREEK VALLEYS**



The development priority of the Highland Creek valley recreational open space and trails system is secondary for three reasons:

- its proximity to the Rouge River valley

- the relatively short length of the river valley

- the presence of some existing Conservation Authority recreational open space programs within the Highland Creek valley.

## (ii) The Don River and German Mills Creek Valleys (Diagram 2)

The Don River valley constitutes one of the few potential recreational open space and trails systems within the Metropolitan Toronto Urban Area. The day-use recreational potential of the valley is of particular importance because recreational facilities can be provided along the valley from the Lake Ontario shoreline and the Metro central core to the northern edge of Metropolitan Toronto. The valley should therefore have a primary development priority to serve as both a vitally needed recreational open-space system and a major non-motorized transportation corridor within the Metropolitan Toronto Urban Area.

The staging node sites are selected for their accessibility to motorized transportation. In particular, nodes 7 and 9 are subway stations, nodes 7, 8, 10 and 12 are Metropolitan Toronto parks, nodes 15 and 16 are Metropolitan Toronto and Region Conservation Authority parks.

While the conservation authority provides services that affect the entire river valley, its recreational open space and trails programs are focussed to the north of Highway 401. The Metropolitan Toronto Parks Department is active south of Highway 401.

Total Length of Trails: 42 miles

Facilities: Staging Nodes – 12  
Rest Nodes – 7




## (iii) The Humber River and Mimico Creek Valleys (Diagram 3)

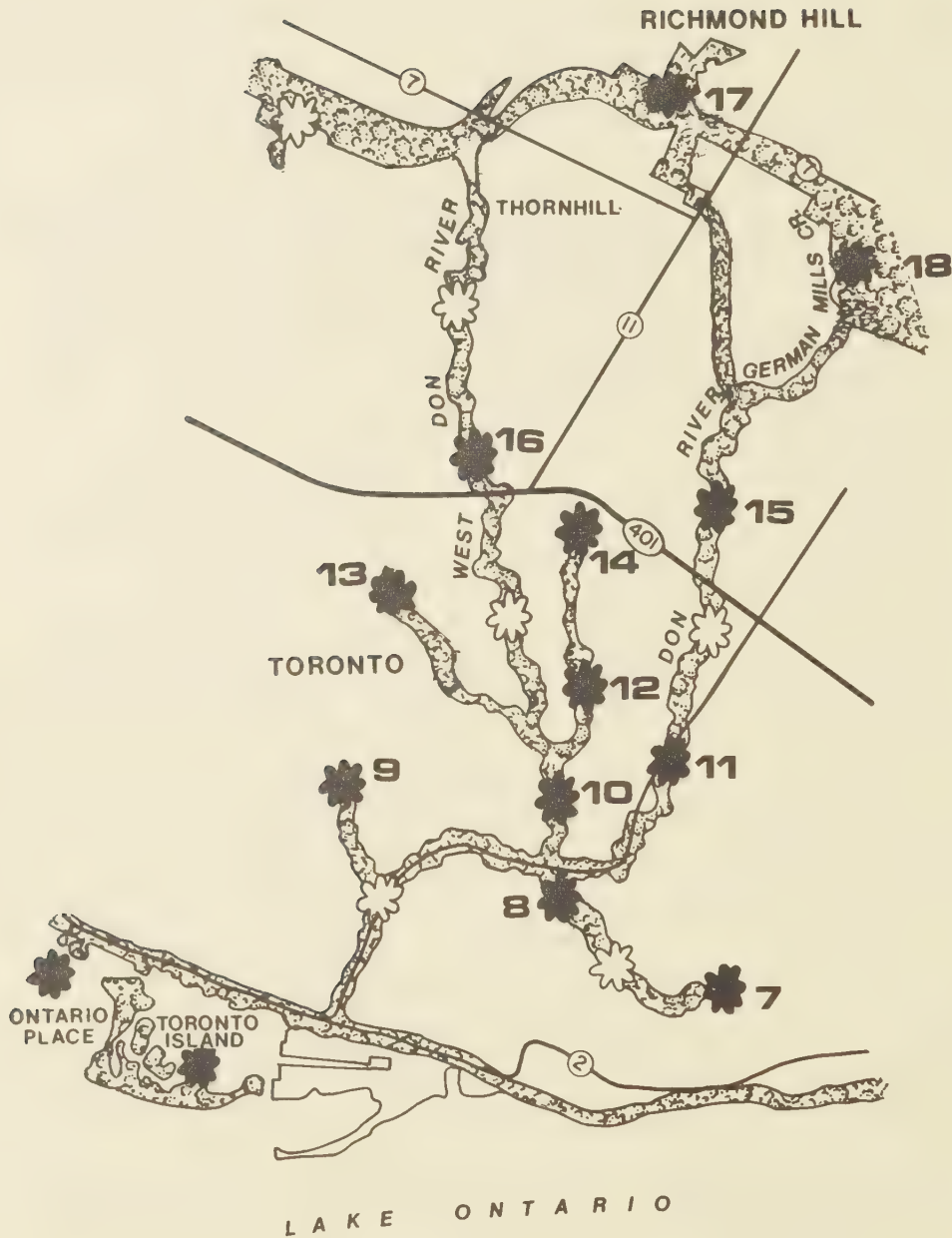
All staging nodes are chosen for accessibility and destination points. Nodes 19 and 20 serve as staging areas for both the Humber River and the Mimico Creek valleys. Node 21 provides access to both the Parkway Belt West and Mimico Creek.

Nodes 24 and 22 provide a similar function. It should be noted that staging nodes 21, 22, 23, 24, 25, 28 and 29 are all within Metropolitan Toronto and Region Conservation Authority lands.

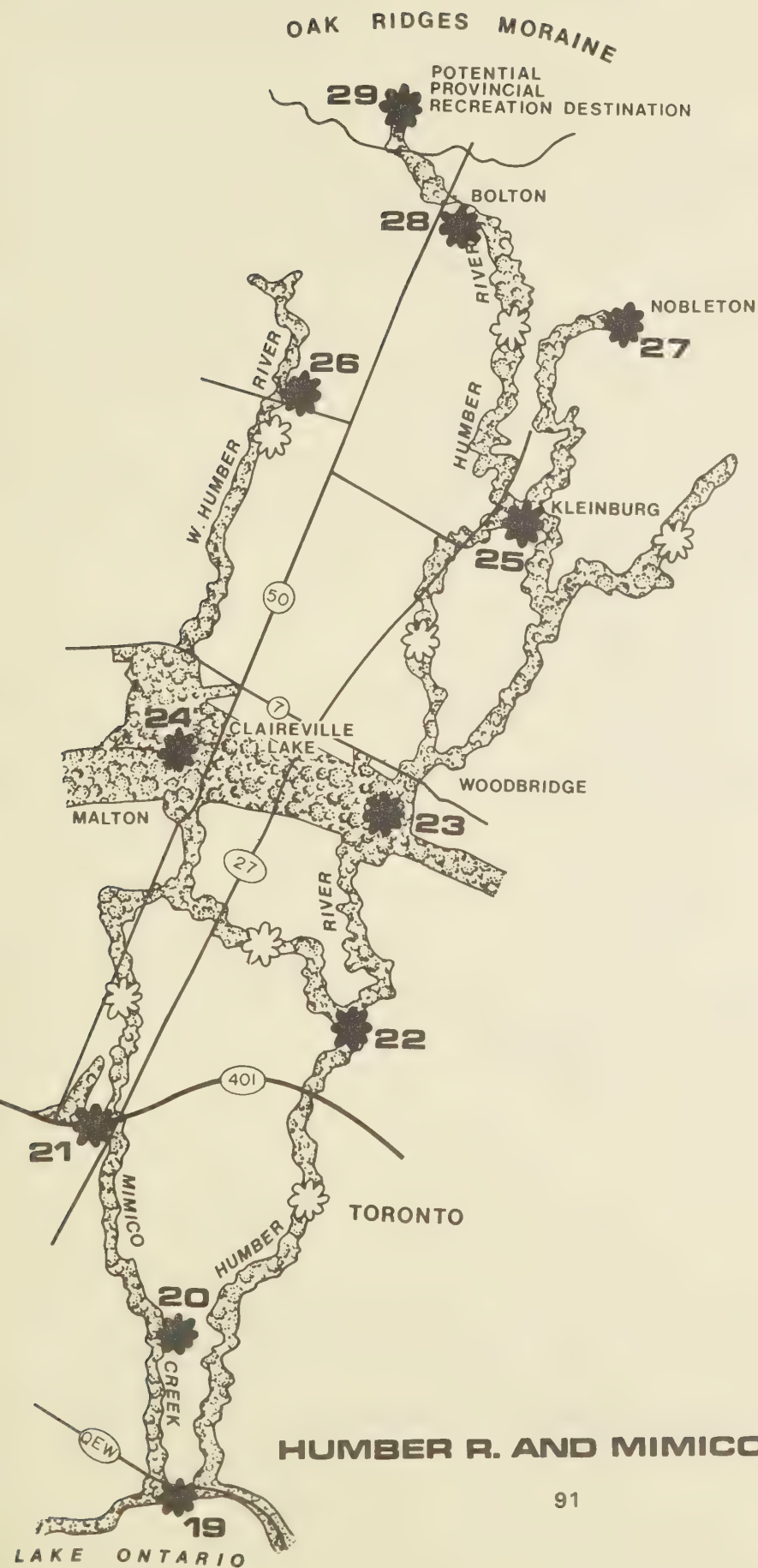
Both of these river valleys have a high rating for day-use recreational activity because they lie within existing urban communities. However, only the main branch of the Humber River should have a primary development rating. The West

## LEGEND




-  STAGING NODE
-  REST NODE
-  OPEN SPACE SYSTEM



**DIAGRAM 2**  
**DON RIVER AND GERMAN MILLS CREEK VALLEYS**



## LEGEND

-  STAGING NODE
-  REST NODE
-  OPEN SPACE SYSTEM

## DIAGRAM 3

### HUMBER R. AND MIMICO CREEK VALLEYS

Humber River and the Mimico Creek should have secondary development priority because:

The Humber River and Mimico Creek closely parallel each other in a north-south direction, as do the Humber River and the West Humber River. Because of the proximity of these valleys and because of the development expense, only one river valley system should take priority.

The Humber River valley provides one of two river valley open space recreational corridors between the Oak Ridges Interlobate Moraine, Parkway Belt West and the Lake Ontario shoreline. This must give it first development priority.

The Metropolitan Toronto and Region Conservation Authority provides services affecting the Humber River valley and operates recreational open space and trails programs at various locations along the valley. Public access should be secured to the river valley lands where it is not presently available.

Total Length of Trails: 51 miles

Facilities: Staging Nodes – 11

Rest Nodes – 7

(iv) The Etobicoke Creek Valley (Diagram 4)

Staging nodes are chosen for accessibility and destination points. As this river valley is situated in a fast growing urban area, it has good recreational day-use potential.

This river valley system should receive a secondary development priority rating as no important major physical features occur along it.

Public access to the river valley lands should be secured and linkages provided between the river valley and the Parkway Belt West. As illustrated on Diagram 4, linkages can be provided from the Etobicoke Creek valley to the Northern and Southern links and the Airport Mini-belt of Parkway Belt West.

Total Length of Trails: 14 miles

Facilities: Staging Nodes – 3

Rest Nodes – 1

(v) The Credit River Valley (Diagram 5)

The staging nodes in the Credit River valley are chosen for accessibility and as recreational destination points. Nodes 34, 35 and 36 are within Credit Valley Conservation Authority parks. This potential recreational open space and trails system is located through a predominantly rural area and, for this reason, staging and rest nodes are located at more widely spaced intervals. Therefore the trails system major use would be for hiking.



## LEGEND



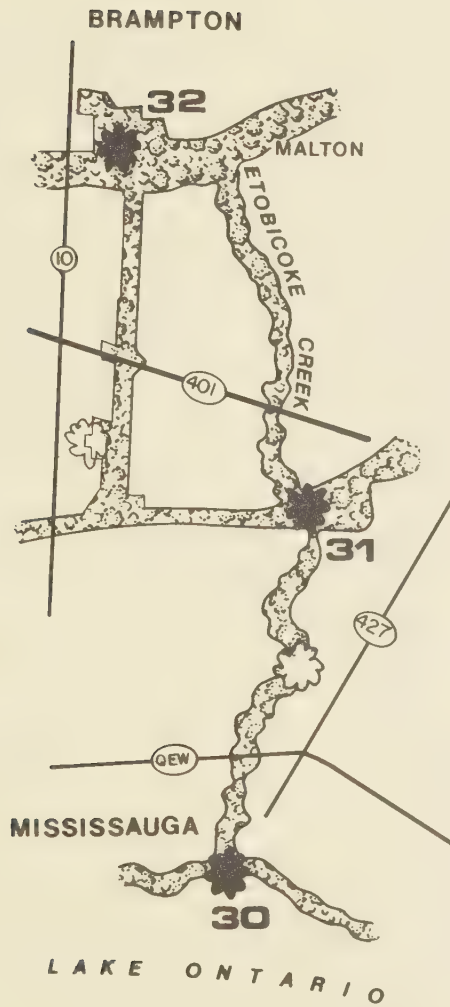
STAGING NODE



REST NODE






OPEN SPACE SYSTEM



**DIAGRAM 4**  
**ETOBICOKE CREEK VALLEY**



## LEGEND

-  STAGING NODE
-  REST NODE
-  OPEN SPACE SYSTEM

**DIAGRAM 5**  
**CREDIT RIVER VALLEY**

It is of special significance to note that staging node 37 sits astride:

- the Oak Ridges Interlobate Moraine
- the Niagara Escarpment
- the Bruce Trail
- a major equestrian trail

Total Length of Trails: 36 miles

Facilities: Staging Nodes – 5  
Rest Nodes – 6

(vi) The Joshua Creek Valley (Diagram 6)

The Oakville-Mississauga Mini-belt of Parkway Belt West includes nearly all of the Joshua Creek valley. The staging node is situated south of Highway 5. From this point the trails system can link potential recreational day-use sites to meet the demands of urban expansion in Oakville and Mississauga and provide good accessibility to destination points such as the Lake Ontario shoreline. Through the Joshua Creek valley and public lands in the Oakville-Mississauga Mini-belt connections can also be made to the Northern and Southern links of Parkway Belt West.

However, as the natural recreational open space of Joshua Creek valley only extends through the southern half of this potential trails system, it receives a secondary development priority.

Total Length of Trails: 12 miles

Facilities: Staging Nodes – 1  
Rest Nodes – 3

(vii) The Oakville Creek and East Oakville Creek Valleys (Diagram 7)

Staging nodes in this section are located for accessibility and as destination points.

The Oakville Creek valley has significant natural beauty and recreational potential. In addition, it can serve as an open space inter-community link with Parkway Belt West and surrounding regions. From the southern half of the Oakville Creek valley, connections can be made from the Lake Ontario shoreline to the unique natural feature of the Niagara Escarpment, providing access to these areas from the Oakville Urban Area. Further north, the river valley meets the Burlington-Oakville Mini-belt, which then provides access to the recreational open space and trails systems from the Milton East and Milton West future urban areas and a linkage between Parkway Belt West and the Niagara Escarpment in the vicinity of Milton.

For these reasons, the Oakville Creek valley should receive a primary development priority rating. Public access should be secured to the entire valley in order to conserve this major natural physical feature for the future public benefit.

## LEGEND



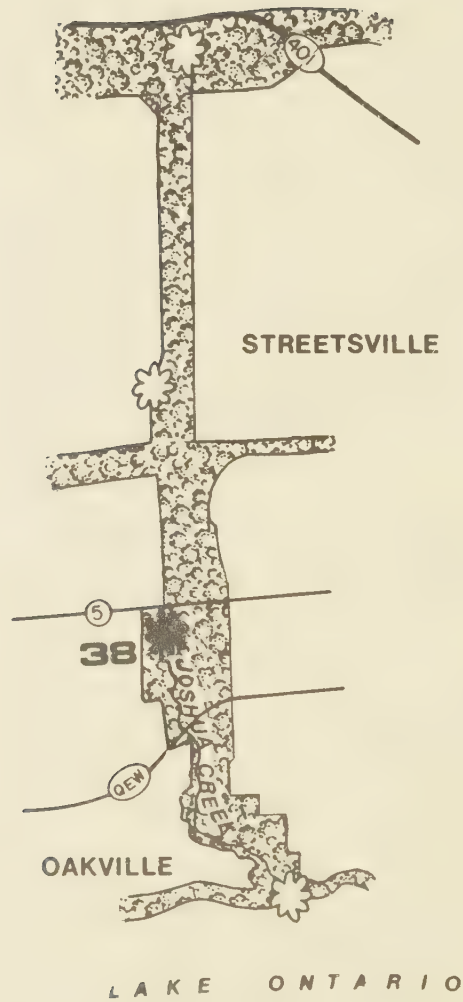
STAGING NODE



REST NODE






OPEN SPACE SYSTEM

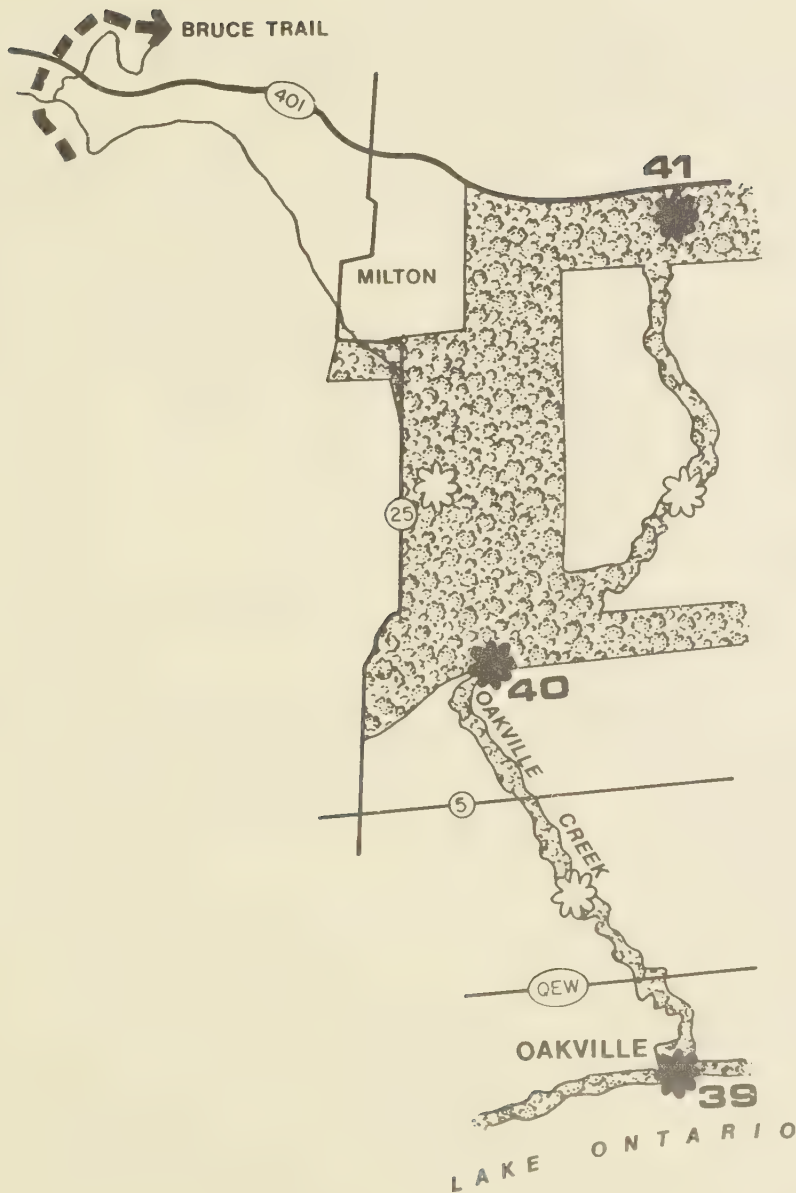


**DIAGRAM 6**  
**JOSHUA CREEK VALLEY**



## LEGEND

-  STAGING NODE
-  REST NODE
-  OPEN SPACE SYSTEM



**DIAGRAM 7**

**OAKVILLE CREEK AND EAST OAKVILLE CREEK VALLEYS**

Total Length of Trails: 20 miles

Facilities: Staging Nodes – 3  
Rest Nodes – 3

(viii) The Bronte Creek Valley (Diagram 8)

The staging nodes in this system were chosen for accessibility and starting / destination points. Nodes 43 and 44 are related to Bronte Creek Provincial Park, while 45 is a significant point along the Niagara Escarpment.

The Bronte Creek valley has excellent recreational day-use potential and can provide a major linkage between the Lake Ontario shoreline, Parkway Belt West and the Niagara Escarpment. Access to these areas through the Bronte Creek valley is possible from both the Burlington and Oakville urban areas.

For these reasons, the Bronte Creek valley is recommended for primary recreational development. Public access to the valley lands should be secured in order to link recreational areas together through the trails system.

Total Length of Trails: 18 miles

Facilities: Staging Nodes – 4  
Rest Nodes – 3

(ix) Niagara Escarpment, Grindstone Creek and Hopkins Creek valleys (Diagram 9)

The entire area of the escarpment has excellent recreational day-use potential as it is situated at the doorstep of a large urban complex – the Hamilton-Dundas and Burlington urban areas. Because of its excellent recreational potential and significant natural character, this area should have a primary development priority.

Total Length of Trails: 8 miles

Facilities: Staging Nodes – 3  
Rest Nodes – 1

**(b) The Northern and Southern Links of Parkway Belt West**

A series of multiple-use east-west recreational trails should be established through the Northern and Southern links of Parkway Belt West in conjunction with transportation, communication and utility facilities. Staging and rest nodes within these links are generally located at and along the major river valleys and are illustrated in Diagrams 1 to 9.

Total Length of Trails: 55 miles

Facilities: refer to discussion on the individual river valleys in (a) of this section.

# LEGEND



STAGING NODE



REST NODE



OPEN SPACE SYSTEM

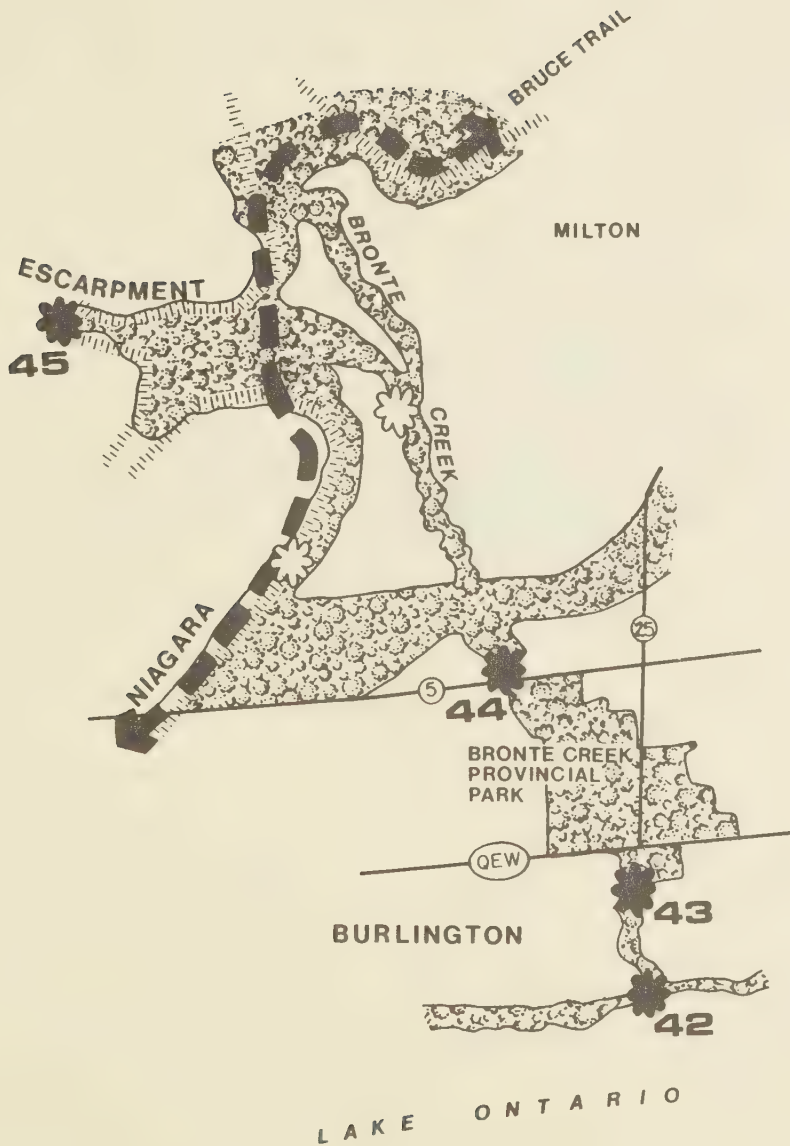


DIAGRAM 8

BRONTE CREEK VALLEY AND NIAGARA ESCARPMENT

## LEGEND



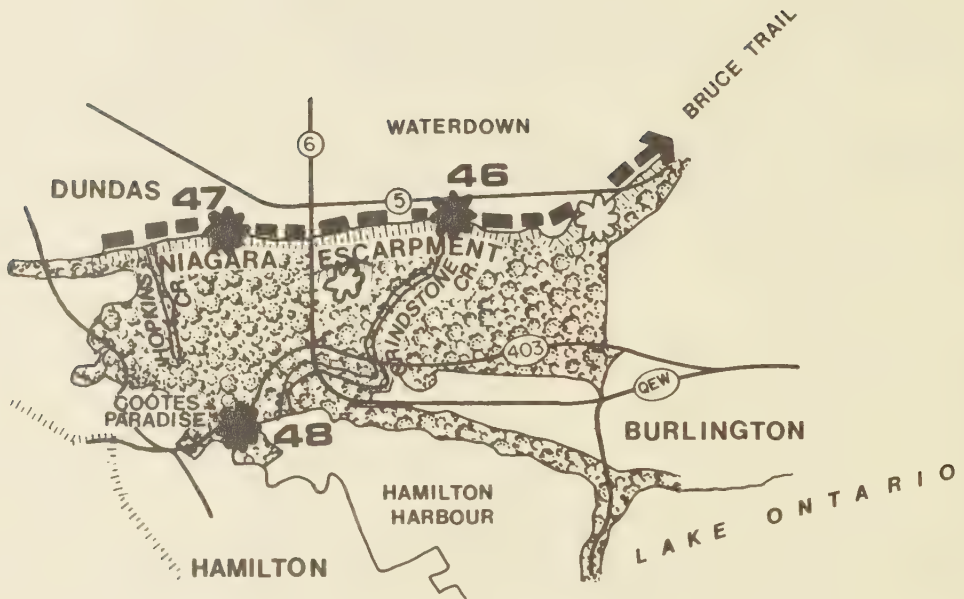
STAGING NODE



REST NODE



OPEN SPACE SYSTEM



**DIAGRAM 9**  
**NIAGARA ESCARPMENT AND**  
**GRINDSTONE CREEK AND HOPKINS CREEK VALLEYS**



**(c) The Lake Ontario Shoreline**

The Lake Ontario shoreline, as a provincially significant resource, is an integral part of a recreational open space and trails system for this part of the Central Ontario Region.

Government agencies on all levels have been concerned with and have initiated action on the recreational potential of the Lake Ontario shoreline. A study and draft recreation plan was prepared for the shoreline east of Metropolitan Toronto by the former Central Ontario Joint Planning Board. A waterfront plan covering 50 miles of shoreline in Metropolitan Toronto is presently being implemented. The Halton-Wentworth waterfront plan is in the final draft stage. Individual municipalities have also developed recreational facilities along the shoreline.

A major trail system oriented both to land and water would link major recreational facilities such as the federal government's Toronto Harbourfront Park, Ontario Place, etc., and would complement the proposals and policies of the many individual waterfront programs noted above.

Total Length of Trails: 51 miles

Facilities: Staging areas and rest nodes would in most instances overlap with those proposed for the major river valleys while others would utilize existing recreational facilities such as Ontario Place and the Canadian National Exhibition.

**(d) Summary****(i) The proposed Trails System***Major River Valleys*

The Rouge River Valley:

Length of Trail – 27 miles

Staging Nodes – 3

Rest Nodes – 2

The Highland Creek Valley:

Length of Trail – 8 miles

Staging Nodes – 3

Rest Nodes – 1

The Don River and German Mills Creek Valleys:

Length of Trail – 42 miles

Staging Nodes – 12

Rest Nodes – 7

The Humber River and Mimico Creek Valleys:

Length of Trail – 51 miles  
Staging Nodes – 11  
Rest Nodes – 7

The Etobicoke Creek Valley:

Length of Trail – 14 miles  
Staging Nodes – 3  
Rest Nodes – 1

The Credit River Valley:

Length of Trail – 36 miles  
Staging Nodes – 5  
Rest Nodes – 6

The Joshua Creek Valley:

Length of Trail – 12 miles  
Staging Nodes – 1  
Rest Nodes – 3

The Oakville Creek and East Oakville Creek Valleys:

Length of Trail – 20 miles  
Staging Nodes – 3  
Rest Nodes – 3

The Bronte Creek Valley:

Length of Trail – 18 miles  
Staging Nodes – 4  
Rest Nodes – 3

Niagara Escarpment, Grindstone Creek and Hopkins Creek Valleys:

Length of Trail – 8 miles  
Staging Nodes – 3  
Rest Nodes – 1

*The Northern and Southern Links of Parkway Belt West*

Length of Trail – 55 miles

*The Lake Ontario Shoreline*

Length of Trail – 51 miles

*Total*

Length of Trails – 342 miles  
Staging Nodes – 48  
Rest Nodes – 34

(ii) Recreational Day-Use Potential

Recreational day-use potential is most significant in the major river valleys, the conservation areas, the Niagara Escarpment and Cootes Paradise.

(iii) Staging Nodes

Staging and rest nodes are located for their good accessibility by a form of existing or potential transit, by car, or by walking, or sometimes by all of these modes. In locating the staging nodes, an area was sought where a good starting or destination point can occur or is already located, or where important natural or man made features occur such as the Bronte Creek Provincial Park or Erindale College.

Although these sites were identified as access points in conjunction with a recreational trails system, they have equal potential to accommodate other day-use activities such as swimming, fishing, picnicking, etc.

(iv) Development Priority

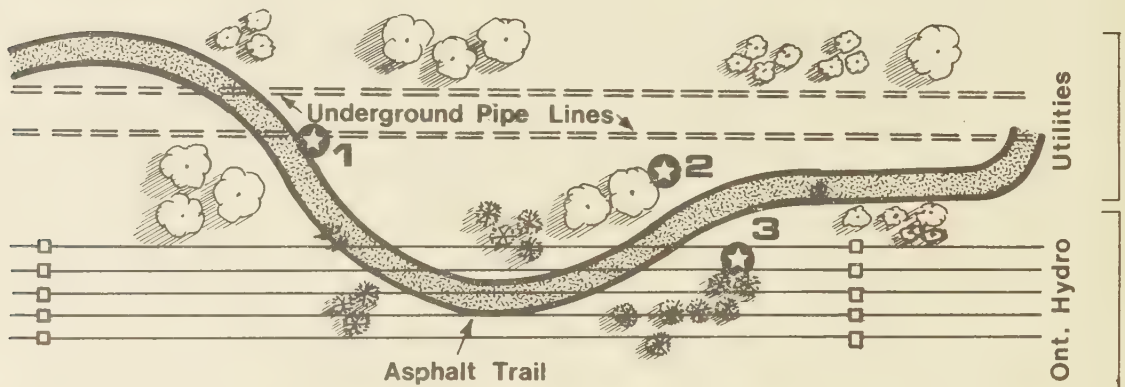
As noted in Section 5 (a) of this report, each of the major river valley components of the regional recreational open space and trails system has been given a development priority rating. The following major river valleys should receive primary priority for development: the Rouge River valley, the Don River and German Mills Creek valleys, the Humber River valley, the Credit River valley, the Oakville Creek and East Oakville Creek valleys, the Bronte Creek valley and Niagara Escarpment, Grindstone Creek and Hopkins Creek valleys. The Highland Creek, Mimico Creek, Etobicoke Creek and Joshua Creek valleys should receive a secondary development rating.

## **Typical Site Design Problems and Solutions**

Parkway Belt West is multi-use in nature and therefore is designed to incorporate regional services such as highways and electric power transmission lines as well as recreational trails, open space and agriculture. In many instances these uses conflict. These conflicts can only be resolved through sympathetic design oriented to the compatible interpretation of uses. The following illustrations depict some typical design problems that will undoubtedly occur within the Parkway Belt as well as some design techniques that may be employed to integrate the proposed uses.

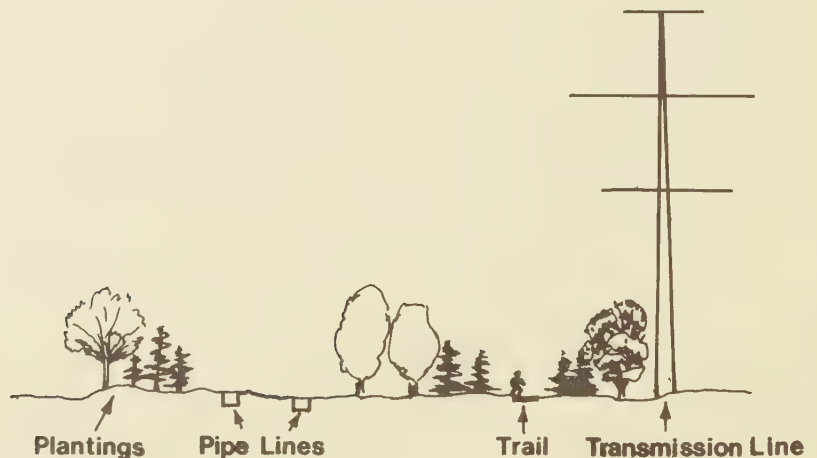
# TYPICAL DESIGN PROBLEMS

## A. Trail Within an Ontario Hydro & Utilities Corridor



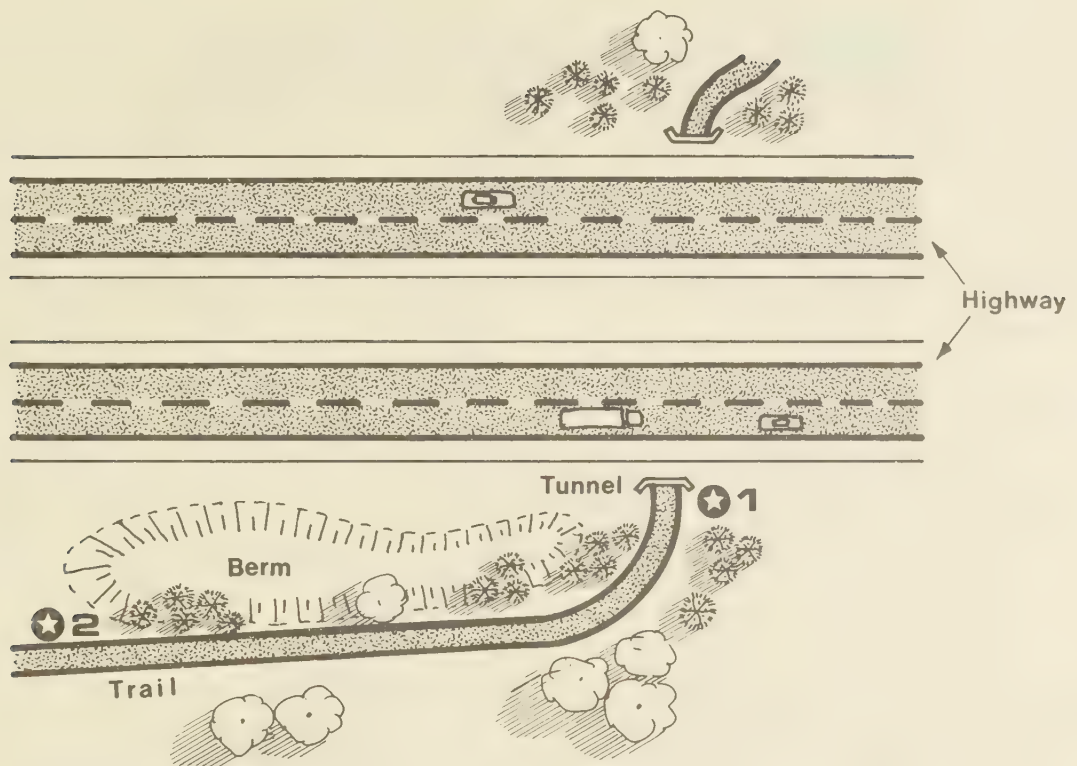
- ★ **Note: 1.** The trail can be aligned along or across a pipeline right-of-way without damaging the underground facility.
- 2.** Plantings between the various facilities enhances the visual appearance of the area and of the trail.
- 3.** Plantings and parts of the trail system may be accommodated within the electric transmission right-of-way.

### Section 1A





## B. Trail Crossing a Highway



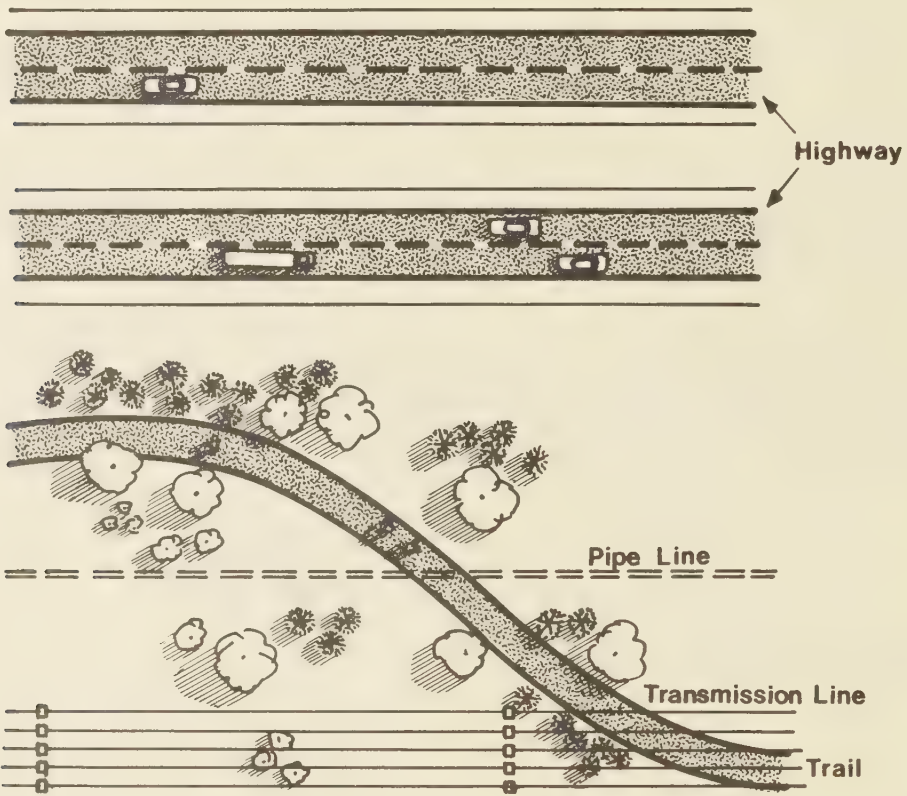
**Note : 1.** A pedestrian tunnel can provide for highway crossings by trail users.

**2.** Berms and plantings provide visual and noise buffers between a trail and highway.

### Section 1B



## C. A Conceptual Parkway Belt



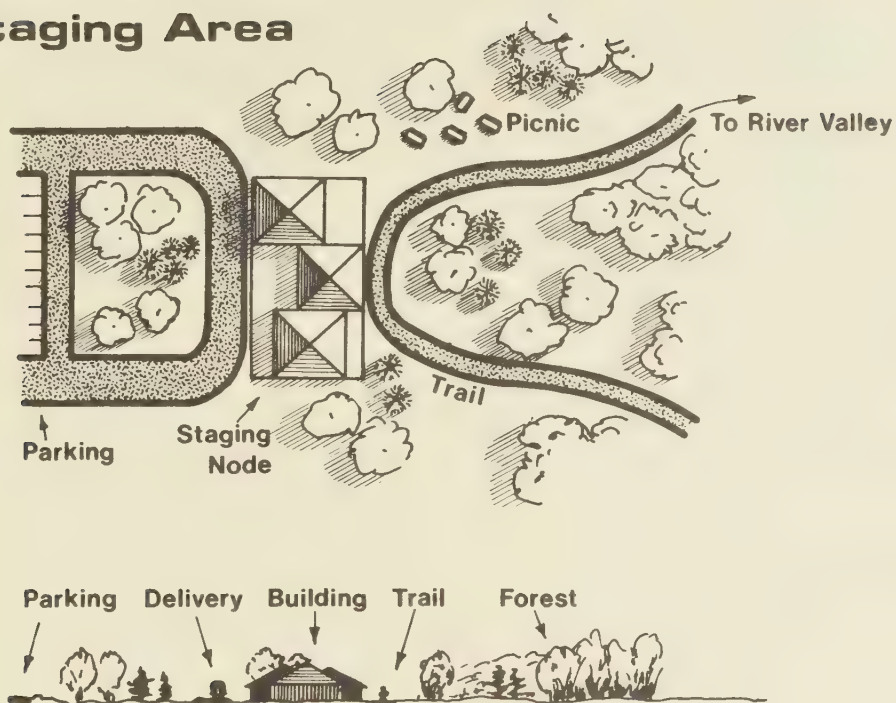
★ *Note* 1. The visual impact of an electric transmission line on highway users can be reduced through landscaping and the physical separation of facilities.

### Section 1C

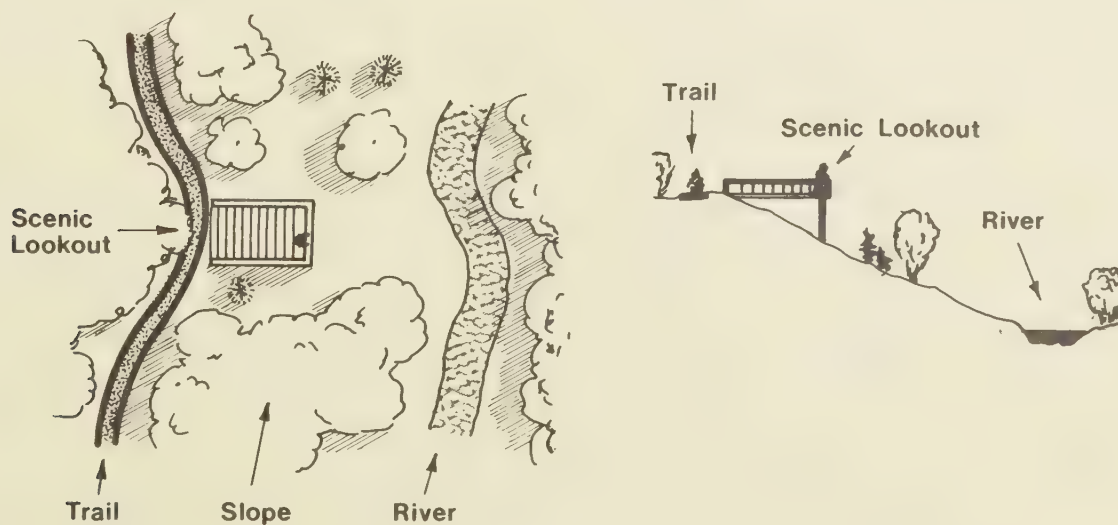


## D. Trail Within the River Valley

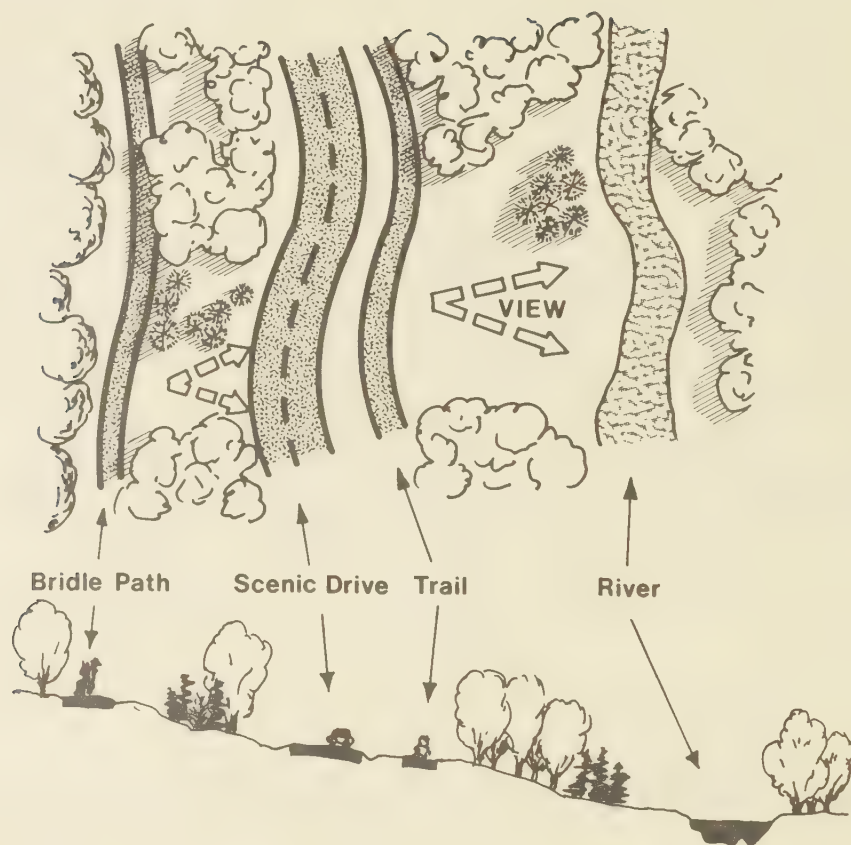
### 1. Staging Area



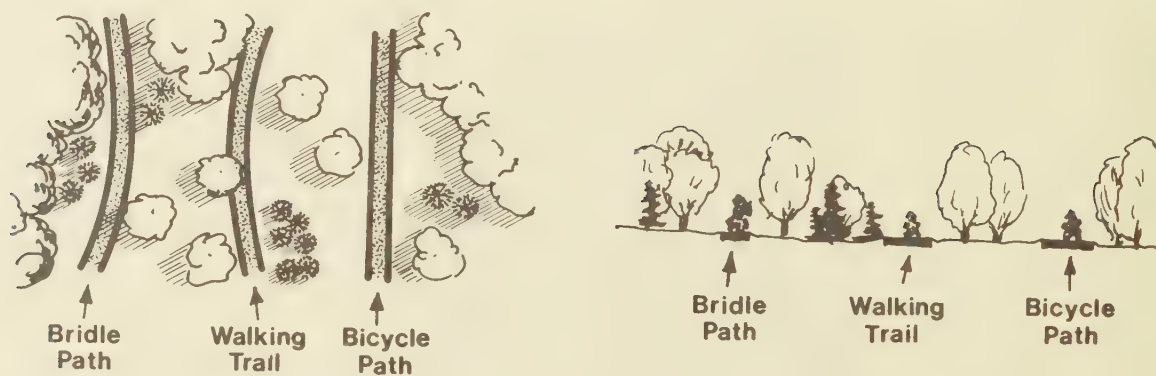
### 2. Scenic Lookout



### 3. Scenic Drive



### 4. Internal System





## Support Material

### (a) Near Urban Recreation Needs

In 1941, 61.7% of Ontario's population was urban. By 1971 this had increased to 83.6% and by 1981 it is estimated that this trend will result in 89.1% living in towns and cities. Population has increased proportionately such that by 1981 7.9 million people will be living in urban areas.

In terms of outdoor recreation participation, the pilot Ontario Recreation Survey showed that 87% of all recreation participation was done from home base and that for picnicking, swimming and hiking, three of the more common day-use activities, 46%, 64%, and 46% respectively of all participation was done within ½ hours' time-travel from home.

Currently, there is not an equitable distribution of publicly developed, intensively-used recreation areas. A 1972 Ontario government study, *Towards an Outdoor Recreational Policy*, clearly shows this inequality when it reported the following relative amounts of publicly supplied outdoor recreation per capita.

Peterborough	– 13.1 user days
London	– 6.6
Kitchener /Waterloo	– 3.6
Windsor	– 2.3
Kingston	– 1.8
Toronto	– 1.1
Ottawa	– 0.9

Relative to population, Toronto is second to Ottawa in terms of being under-supplied with public outdoor recreational opportunities.

Individual recreation participation rates are increasing at the rate of about 8% per year and people would like to participate, on the average, twice as much as they now do. (Source, Canada Outdoor Recreation Demand Study.) Although the two major constraints on increased participation are unavailability of time and money, a third major constraint is the scarcity of supply, particularly near the places where people live. Thus, with each year that goes by without additions to the recreation supply base, the recreation opportunities per capita decrease because of increasing urbanization, increasing population and increasing participation per capita.

As time passes, options to fulfill the needs of people for urban oriented outdoor recreation become increasingly scarce. For example, it is easier and less expensive to acquire farmland or wood for future recreation management programs than it is to acquire subdivided areas or areas already covered with asphalt and concrete.

There is an urgent need for recreational areas within, or in proximity to urban areas and for provision of a more even distribution of these in relation to population densities.

**(b) Recreational Trails in Ontario**

In recent years, the popularity of such recreational activities as hiking, cross country skiing, and horseback riding has grown substantially. The 1967 and 1969 federal-provincial Canadian Outdoor Recreation Demand studies along with the preliminary results of the 1972 Ontario government Tourism and Outdoor Recreation Planning Study pilot household survey dramatically illustrates these trends as shown in the following chart.

This chart depicts the number of people who participated at least once in a selected activity. When taken in conjunction with frequency of participation, the growth in popularity of trail activities and resultant recreational pressures take on an even greater significance. Data taken from the U.S. Bureau of Outdoor Recreation Survey indicates that the average participant hiked five days during a year, rode horses seven days a year, bicycled twenty-one days a year and walked for pleasure 15 days a year.

The growth in popularity of trail activities has not been met with an equal growth in supply of resource facilities but conversely with a decline. In southern Ontario, as a result of the process of urbanization, many natural trail locations are no longer usable. This situation is particularly acute in the areas surrounding the larger metropolitan centres of the province.

The Parkway Belt as a linear system readily lends itself to the development of multi-use, multi-seasonal recreational trails. The Parkway Belt is particularly significant as a trail system when viewed as a connecting link with such important natural features as the Lake Ontario shoreline, the Oak Ridges Moraine and the Niagara Escarpment.

Number of Participants \*  
and Activities

1967  
1969

1972

\*Participants over  
12 years old



REFERENCE First Ontario Trails Symposium  
Position Paper No. 1, Pg. 3, June 27, 1973

# VII

## TABLES

### Introduction

The tables comprising this section set out in acres the area of Parkway Belt West as a whole and its seven links.

### Summary Table

The Summary Table sets out the future public and private ownership of the total area of Parkway Belt West on full implementation of the Plan. The total area of Parkway Belt West is divided into Public Use Area and Complementary Use Area as set out in Section 4.1 and on Maps 2 to 8 of the Plan.

The Public Use Area is further divided into publicly owned land (both existing and future) and future privately owned land. The Complementary Use Area is further divided into existing publicly owned and existing privately owned land.

### Tables 1 to 8

Table 1 deals with Parkway Belt West as a whole. Tables 2 to 8 deal with each link of Parkway Belt West as shown on Maps 2 to 8 of the Plan. Table 2 relates to Map 2, Table 3 to Map 3 and so on.

The total area of each Link and of the Parkway Belt as a whole is also divided into Public Use Area and Complementary Use Area.

The Public Use Area is further broken down into two categories, existing Public Use Area and future Public Use Area. The existing Public Use Area comprises open space and linear facilities already publicly owned and also includes private open space (i.e. private parks, cemeteries and golf courses) which will not be publicly acquired. The future Public Use Area comprises future linear facilities and public open space. Some of this area is already publicly owned and the remainder is subject to public acquisition under the terms of the Plan.

The Complementary Use Area comprises a small amount of existing publicly owned land and the remainder which is to stay in private hands under the terms of the Parkway Belt West Plan.

The total area of each link and of Parkway Belt West as a whole comprises the area which will remain privately owned, the area presently publicly owned and the area to be publicly acquired.

### Method of Calculation

The acreage table figures are fairly precise because they are calculated on the basis of



large maps (scale 1" to 200' and 1" to 400'), rather than on the basis of the smaller maps in the Plan. These large maps also showed the public and private ownership of lands as of late 1973. The figures are based on this data.

The acreage figures are directly linked to the Parkway Belt components contained in Maps 2 to 8 in the Plan, except for one aspect related to highway linear facilities. The acreage totals for future highways not only include basic rights-of-way and freeway-to-freeway interchanges shown on Plan maps, but also arterial road-to-freeway interchanges and ancillary lanes and widenings not shown on Plan maps.

Section 5.1.1 (a) of the Plan permits some private open space and other private uses to remain as such in the Public Use Area. The tables reflect the area of private open space which is to remain in private ownership. In addition, a privately-owned structure on a small lot located within, but on the fringe of a future public open space area may be left in private hands if it does not interfere with the future design. At present, the number and location of such possible exemptions is unknown. As a result, the tables assume total public ownership of the Public Use Area except for existing private open space.

In addition, Section 5.1.1 (a) and Section 5.3.3 (a) (iv) of the Plan permit some future public acquisition within the Complementary Use Area for minor additions to public uses and for necessary local public uses. As these future requirements are not presently known, they are not reflected in the tables.

For purposes of the tables, it should be noted that where a future linear facility crosses an existing facility, the area of joint use was allocated to the existing facility. Where two future facilities cross each other, the area of joint use was allocated to the future facility likely to be built first.

**Summary Table**  
**Parkway Belt West**  
**Area of Future Public and Private Ownership**

	AREA (acres and %)			
<b>PUBLIC USE AREA</b>				
Publicly owned	32,828	56.8%		
Privately owned	1,586	2.7%		
Total			34,414	59.5%
<b>COMPLEMENTARY USE AREA</b>				
Publicly owned	738	1.3%		
Privately owned	22,638	39.2%		
Total			23,376	40.5%
<b>TOTAL: PARKWAY BELT WEST</b>				
Publicly owned	33,566	58.1%		
Privately owned	24,224	41.9%		
TOTAL			57,790	100%

The Summary Table should be read together with the appendix text on pages 112 and 113.

**Table 1**  
**Parkway Belt West**  
**All Links**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
Existing				
Highway 2	10	—	10	—
Highway 5	66	—	66	—
Highway 6	42	—	42	—
Highway 7	53	—	53	—
Highway 25	74	—	74	—
Highway 48	12	—	12	—
Highway 102	19	—	19	—
Highway 401	322	—	322	—
Highway 403	379	—	379	—
Q.E.W.	195	—	195	—
Airport Expressway	95	—	95	—
CNR	685	—	685	—
CP Rail	240	—	240	—
Concession Roads	1,691	—	1,691	—
Ontario Hydro	1,737	—	1,737	—
Public Open Space	7,172	—	7,172	—
Private Open Space	1,586	1,586	—	—
Existing Public Use Area	14,378	1,586	12,792	—
Future				
Highway 410	249	—	57	192
Highway 401 widening	99	—	6	93
Highway 403	1,511	—	196	1,315
Highway 403-Q.E.W. Link	223	—	33	190
Highway 407	3,181	—	1,019	2,162
Highway 427	86	—	10	76
Link Extension	288	—	2	286
Arterial Rd. (Controlled Access)	125	—	34	91
Dorval Way	280	—	—	280
Transit	599	—	124	475
Ontario Hydro	4,377	—	373	4,004
Utilities Strip	854	—	95	759
Buffer Strip	824	—	107	717
Public Open Space	7,340	—	74	7,266
Future Public Use Area	20,036	—	2,130	17,906
PUBLIC USE AREA	34,414	1,586	14,922	17,906
COMPLEMENTARY USE AREA	23,376	22,638	738	—
TOTAL: ALL LINKS	57,790	24,224	15,660	17,906

Table 1 should be read together with the appendix text on pages 112 and 113.

**Table 2**

**Parkway Belt West**

**Escarpment Link**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
Existing				
Highway 403	379	—	379	—
Highway 102	19	—	19	—
Highway 5	44	—	44	—
Highway 6	42	—	42	—
Highway 2	5	—	5	—
CNR	192	—	192	—
CP Rail	65	—	65	—
Concession Roads	470	—	470	—
Ontario Hydro	623	—	623	—
Public Open Space	2,825	—	2,825	—
Private Open Space	3	3	—	—
Existing Public Use Area	4,667	3	4,664	—
Future				
Highway 403	254	—	—	254
Transit	114	—	56	58
Utilities Strip	154	—	32	122
Buffer Strip	35	—	—	35
Public Open Space	2,324	—	—	2,324
Future Public Use Area	2,881	—	88	2,793
PUBLIC USE AREA	7,548	3	4,752	2,793
COMPLEMENTARY USE AREA	5,992	5,913	79	—
TOTAL: ESCARPMENT LINK	13,540	5,916	4,831	2,793

Table 2 should be read together with the appendix text on pages 112 and 113.



**Table 3**

**Parkway Belt West**  
**Southern Link**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
Existing				
Highway 401	42	—	42	—
Airport Expressway	95	—	95	—
CP Rail	9	—	9	—
Concession Roads	169	—	169	—
Ontario Hydro	783	—	783	—
Public Open Space	229	—	229	—
Private Open Space	16	16	—	—
Existing Public Use Area	1,343	16	1,327	—
Future				
Highway 403 *	1,036	—	137	889
Arterial Rd. (Controlled Access)	125	—	34	91
Dorval Way	12	—	—	12
Ontario Hydro	14	—	10	4
Transit	485	—	68	417
Utilities Strip	208	—	26	182
Buffer Strip	21	—	4	17
Public Open Space	1,424	—	37	1,387
Future Public Use Area	3,315	—	316	2,999
PUBLIC USE AREA	4,658	16	1,643	2,999
COMPLEMENTARY USE AREA	1,139	1,030	109	—
TOTAL: SOUTHERN LINK	5,797	1,046	1,752	2,999

\* Highway 403 includes an interchange with the Highway 403-QEW Link.

Table 3 should be read together with the appendix text on pages 112 and 113.

**Table 4**

**Parkway Belt West**  
**Northern Link (Milton to Woodbridge)**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
<b>Existing</b>				
Highway 401	249	—	249	—
CP Rail	146	—	146	—
CNR	242	—	242	—
Concession Roads	358	—	358	—
Ontario Hydro	47	—	47	—
Public Open Space	1,656	—	1,656	—
Private Open Space	485	485	—	—
<b>Existing Public Use Area</b>	<b>3,183</b>	<b>485</b>	<b>2,698</b>	<b>—</b>
<b>Future</b>				
Highway 401 Widening	99	—	6	93
Highway 407 *	1,416	—	284	1,132
Dorval Way	57	—	—	57
Link Extension	75	—	2	73
Highway 427	86	—	10	76
Ontario Hydro	2,088	—	160	1,928
Utilities Strip	240	—	14	226
Buffer Strip	293	—	—	293
Public Open Space	418	—	—	418
<b>Future Public Use Area</b>	<b>4,772</b>	<b>—</b>	<b>476</b>	<b>4,296</b>
<b>PUBLIC USE AREA</b>	<b>7,955</b>	<b>485</b>	<b>3,174</b>	<b>4,296</b>
<b>COMPLEMENTARY USE AREA</b>	<b>4,167</b>	<b>3,837</b>	<b>330</b>	<b>—</b>
<b>TOTAL: NORTHERN LINK (Milton to Woodbridge)</b>	<b>12,122</b>	<b>4,322</b>	<b>3,504</b>	<b>4,296</b>

\* Highway 407 includes interchanges with Highways 410 and 427.

Table 4 should be read together with the appendix text on pages 112 and 113.

**Table 5**

**Parkway Belt West**

**Northern Link (Woodbridge to Markham)**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
Existing				
Highway 7	53	—	53	—
Highway 48	12	—	12	—
CP Rail	20	—	20	—
CNR	210	—	210	—
Concession Roads	244	—	244	—
Ontario Hydro	47	—	47	—
Public Open Space	625	—	625	—
Private Open Space	639	639	—	—
Existing Public Use Area	1,850	639	1,211	—
Future				
Highway 407 *	1,765	—	735	1,030
Ontario Hydro	1,593	—	176	1,417
Future Utilities	202	—	15	187
Buffer Strip	212	—	28	184
Public Open Space	919	—	—	919
Future Public Use Area	4,691	—	954	3,737
PUBLIC USE AREA	6,541	639	2,165	3,737
COMPLEMENTARY USE AREA	3,172	3,022	150	—
TOTAL: NORTHERN LINK (Woodbridge to Markham)	9,713	3,661	2,315	3,737

\* Highway 407 includes interchanges with Highways 400 and 404.

Table 5 should be read together with the appendix text on pages 112 and 113.

**Table 6**

**Parkway Belt West**

**Burlington-Oakville Mini-Belt**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
Existing				
Q.E.W.	134	—	134	—
Highway 25	74	—	74	—
Highway 5	13	—	13	—
Concession Roads	259	—	259	—
Ontario Hydro	78	—	78	—
CNR	25	—	25	—
Public Open Space	1,793	—	1,793	—
Private Open Space	443	443	2,376	—
Existing Public Use Area	2,819	443	2,376	—
Future				
Dorval Way	211	—	—	211
Public Open Space	1,425	—	—	1,425
Future Public Use Area	1,636	—	—	1,636
PUBLIC USE AREA	4,455	443	2,376	1,636
COMPLEMENTARY USE AREA	6,556	6,545	11	—
TOTAL: BURLINGTON-OAKVILLE MINI-BELT	11,011	6,988	2,387	1,636

Table 6 should be read together with the appendix text on pages 112 and 113.



**Table 7**

**Parkway Belt West**  
**Oakville-Mississauga Mini-Belt**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
<b>Existing</b>				
Q.E.W.	61	—	61	—
Highway 2	5	—	5	—
Highway 5	9	—	9	—
CNR	16	—	16	—
Concession Roads	117	—	117	—
Ontario Hydro	159	—	159	—
Public Open Space	44	—	44	—
<b>Existing Public Use Area</b>	<b>471</b>	<b>—</b>	<b>471</b>	<b>—</b>
<b>Future</b>				
Highway 403-Q.E.W. Link	223	—	33	190
Link Extension	213	—	—	213
Ontario Hydro, Milton Station to Halton Station	355	—	—	355
Ontario Hydro, Halton Station to Hydro Site	275	—	16	259
Buffer Strip	7	—	—	7
Public Open Space	722	—	—	722
<b>Future Public Use Area</b>	<b>1,795</b>	<b>—</b>	<b>49</b>	<b>1,746</b>
<b>PUBLIC USE AREA</b>	<b>2,266</b>	<b>—</b>	<b>520</b>	<b>1,746</b>
<b>COMPLEMENTARY USE AREA</b>	<b>2,350</b>	<b>2,291</b>	<b>59</b>	<b>—</b>
<b>TOTAL: OAKVILLE-MISSISSAUGA MINI-BELT</b>	<b>4,616</b>	<b>2,291</b>	<b>579</b>	<b>1,746</b>

Table 7 should be read together with the appendix text on pages 112 and 113.

**Table 8**

**Parkway Belt West**

**Airport Mini-Belt**

	AREA (acres)			
	Total	Privately Owned	Publicly Owned	To Be Pub. Acquired
Existing				
Highway 401	31	—	31	—
Concession Roads	14	—	14	—
Existing Public Use Area	45	—	45	—
Future				
Highway 403	221	—	59	162
Highway 410	249	—	57	192
Ontario Hydro	52	—	11	41
Utilities Strip	50	—	8	42
Buffer Strip	256	—	75	181
Public Open Space	108	—	37	71
Future Public Use Area	936	—	247	689
PUBLIC USE AREA	981	—	292	689
COMPLEMENTARY USE AREA	—	—	—	—
TOTAL: AIRPORT MINI-BELT	981	—	292	689

Table 8 should be read together with the appendix text on pages 112 and 113.

## VIII

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